

Planning Commission

**April 11, 2019
City Hall, Council Chambers
749 Main Street
6:30 PM**

For agenda item detail see the Staff Report and other supporting documents included in the complete meeting packet.

Public Comment will be limited to three (3) minutes per speaker.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
 - a. March 14, 2019
5. Public Comment on Items Not on the Agenda
6. Discussion of the draft Sign Code
7. Discussion of the 2019 Planning Commission work plan
8. Planning Commission Comments
9. Staff Comments
10. Items Tentatively Scheduled for the regular meeting May 9, 2019:
 - 468 S Arthur Wireless Facility
 - Speedy Sparkle PUD Amendment
 - Adoption of updated FIRM floodplain maps
 - Sireno Neighborhood Child Care Center - SRU
11. Adjourn

***Planning Commission
Meeting Minutes
March 14th, 2019
City Hall, Council Chambers
749 Main Street
6:30 PM***

Call to Order – Chair Brauneis called the meeting to order at 6:30 PM.

Roll Call was taken and the following members were present:

Commission Members Present: Steve Brauneis, Chair
David Hsu, Vice Chair
Dietrich Hoefner
Keaton Howe
Tom Rice
Debra Williams
Jeff Moline

Commission Members Absent: None

Staff Members Present: Rob Zuccaro, Dir of Planning & Building Safety
Lisa Ritchie, Senior Planner
Amelia Brackett, Planning Clerk

APPROVAL OF AGENDA

Williams moved and Hsu seconded a motion to approve the March 14th, 2019 agenda. Motion passed unanimously by voice vote.

APPROVAL OF MINUTES

Williams moved and Hoefner seconded a motion to approve the February 14th, 2019 minutes. Motion passed unanimously by voice vote. Moline abstained.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None.

NEW BUSINESS – PUBLIC HEARING ITEMS

The Business Center at CTC GDP Amendment F: A request to amend The Business Center at CTC General Development Plan to rezone Lot 19 to PCZD-I and to allow industrial zone district uses on Lots 18 and 19, Block 1, The Business Center at CTC. (Resolution 5, Series 2019).

- Applicant: RVP Architecture
- Case Planner: Lisa Ritchie, Senior Planner

Required notice met.

Ritchie presented the request to rezone the currently vacant lot, which the owner intends to develop. The end result of the change would be to rezone to PCZD-I. The results of staff analysis show that when the GDP was initially approved in 1998, there were multiple properties at the corner of SH42 and 104th Street that were zoned to allow commercial uses. Over time these were rezoned to allow for industrial uses and buildings and previous applicants have demonstrated the limited commercial viability of this area of the CTC. Now, Lot 19 is out of character with the surrounding area. Additionally, the intersection at CTC Boulevard and SH 42 is not full movement, which reinforces the limited commercial appeal of the lot among other limitations. Staff feels that the area has changed and industrial uses are suitable and appropriate for this development.

Brauneis asked for questions of staff.

Williams asked for the definitions of I, PI, PCZD-I, PC, and CB.

Ritchie responded that PI and PCZD-I were the abbreviations for the same zone. The "I" was a straight zoning that defaulted to the code, whereas PI and PCZD-I were not straight zones. PC stood for Planned Commercial and CB stood for Commercial Business.

Moline asked for the difference between the commercial and industrial design guidelines.

Ritchie replied that the commercial design guidelines required greater detailing and an elevated site design standard, but would still allow a larger building.

Brauneis asked for additional questions for staff and the applicant. Seeing none, he asked for public comment. Seeing none, he closed the public hearing and opened commissioner discussion.

Moline supported the proposal and thought it was a nice way to transition the property in the west and the property of the east and allowing a broader use while retaining those higher commercial standards. The area had really changed and there has not been much commercial use in the area.

Hsu supported the proposal and thought it did not make sense to have commercial development in the area based on the surrounding development.

Williams concurred.

Rice stated that the request was consistent with the other projects in the area.

Hoefner, Howe, and Brauneis agreed.

Rice moved to approve Resolution 5, Series 2019. Moline seconded. Roll call vote. All in favor.

Vaisala PUD Amendment and Replat: A request for a replat to adjust the lot line between Lots 3 and 4. The Business Center at CTC Replat B and a PUD Amendment to allow the construction of a 40,000 sf building, additional parking and associated parking and associated site improvements (Resolution 6, Series 2019).

- Applicant: Oz Architecture
- Case Planner: Lisa Ritchie, Senior Planner

Required public notice was met.

Ritchie reminded the Commission that they had seen an application for Vaisala recently. The plat application proposes to adjust the lot line to accommodate the altered building design. The PUD amendment included the same architectural style and a similar lot layout from the previous application, but the new building was shifted north from the previous location. Some of the site design had changed, including the addition of a covered bike shelter. The applicant requested a deferral for 102 parking spaces, but the City may require at any time that the remaining parking lots be constructed. This application includes a landscape waiver due to the new configuration of the lot line for one of the structures, while the other lot exceeds the landscaping requirements. Staff recommended approving this waiver since the lot to the north will exceed the landscape requirement and there is language requiring that the two lots cannot have less than 25% landscape coverage collectively.

Ritchie noted that the application meets the standards in the IDDSG and has metal elements but staff finds that the use of metal is acceptable in this case since the design result will appear as wood with metal accents.

Staff recommends approval of Resolution 6, Series 2019, with two conditions:

- Prior to City Council, the applicant shall revise the plans to relocate the fire hydrant as requested by the Louisville Fire Department.
- Prior to the City Council hearing, the applicant shall revise the plat to establish new easements by plat, rather than by separate instrument.

Moline asked about the current landscape coverage on Lot 3.

Ritchie responded that the previous PUD had met the 25% coverage since the lot line had been slightly higher whereas now the lot was mostly parking lot.

Hoefner asked why they were proposing to put the lot line back if they had vacated it last time.

Ritchie replied that the applicant wanted to retain the options afforded by having two lots in the future.

Williams asked if the two buildings could be occupied by separate businesses and property owners and asked if that would change the landscape waiver.

Ritchie confirmed that they could be owned by different businesses and property owners, but that the landscape waiver would be attached to the property, not the property owner.

Williams asked about the fee-in-lieu applicability for parking.

Ritchie replied that fee-in-lieu was only for properties downtown.

Hsu asked why the lot line was not a straight line.

Ritchie replied that the line trajectory was meant to capture the number of parking spaces required should the building sell separately.

Hsu asked what kind of waiver would be required if the lot line were drawn straight.

Ritchie replied that one of the options they had discussed with the applicant in the future was to create a shared parking agreement between the two lots.

Jen Fumuso, Oz Architecture, 3003 Larimer Street in Denver, stated that the reason for the jog in the lot line was to capture parking spaces to get to 125 spaces on Lot 3 and which are required. She confirmed that Vaisala was in conversation with others at the CTC to create a shared parking agreement, though the current owner preferred not to do a shared parking agreement.

Hsu asked if the applicant would prefer to have a straight line and a waiver for the parking.

Fumuso replied that she did not think the applicant minded the jog in the lot line and that the applicant would have to have a shared agreement with both lots for automotive entry.

Williams asked if the two buildings were already set up for two different companies.

Fumuso replied that both were for the Vaisala company, since two buildings worked better for their current needs while also providing more flexibility for future sales.

Williams asked if the applicant would have to add the deferred parking if the lot were sold.

Fumuso confirmed that the parking deferment would be triggered if a new user came in that needed more parking.

Ritchie replied to Commissioner Hsu's earlier question, stating that there were 31 parking spaces that were being captured by the job. Ritchie stated that staff did not see a long-term concern with creating a crooked lot line related to a setback.

Moline asked if the City would prefer to have a lot line or a waiver.

Ritchie replied that it was always better to have an applicant to meet the Code and this represented an option available to the applicant to avoid a waiver.

Williams asked if a new property owner could build something additional on one of the lots.

Ritchie replied that it would depend on what they were proposing, but maybe. There was no more development capacity on the southern lot, but the northern lot had more development opportunities.

Brauneis asked for additional questions for staff and the applicant.

Motion to bring the materials board into the record. Hoefner moved. Williams seconded. Voice vote. All in favor.

Hoefner stated that he did not see anything about this change that would require the Commission to reach a different result than they had previously.

Rice noted that properties became less marketable the larger and less flexible they were, so from a planning perspective having two separate buildings was a better approach.

Howe agreed with Commissioner Rice. He worried about the additional parking triggered by a second business, but it seemed as though there was some flexibility to respond to that issue.

Rice replied that anytime the City said to build the parking spaces, the property owner had to build them.

Williams, Hsu, and Moline supported the application.

Brauneis stated that his concern had been over the landscaping, but the collective requirement across the two properties made him feel comfortable with the waiver.

Rice moved to approve Resolution 6, Series 2019. Williams seconded. Roll call vote. All in favor.

The Foundry PUD Amendment: A request or an extension of the expiration date for The Foundry PUD (Resolution 7, Series 2019).

- Applicant: Foundry Builders
- Case Planner: Rob Zuccaro, Planning and Building Safety Director

Required public notice was met.

Zuccaro reminded the Commission that when it had recently reviewed the Foundry PUD Amendment application Commissioner Hsu had observed that the PUD required an extension. The applicant requests an extension to April 2, 2020, which the applicant states would allow them to complete all phases of the development, including both commercial phases.

Zuccaro explained that the reason that staff has an expiration on PUDs is that the conditions in the neighborhood could change as could City values and guidelines could change. In this case, there have been no changes to Design Standards and Guidelines

and Comprehensive Plan. The South Boulder Road Small Area Plan in April 2016 contemplated this development. Staff finds that it is consistent with the Small Area Plan, which was adopted in April 2016.

Staff recommended approval of this resolution.

Hsu asked if Steel Ranch had been developed by the same development group.

Williams noted that that area was already developed.

Zuccaro replied that Steel Ranch was a new master plan community, which required looking at the fiscal analysis for the whole community. The fiscal analysis was set up as a marginal cost model, not a per-resident model. However, an overall increase in the number of residents could trigger additional costs.

Hsu asked how the fiscal analysis would account for the possibility that the second commercial building could become residential.

Zuccaro replied that it would be smart to do the fiscal analysis for the whole community in the future. The Council and the Commission could ask staff to re-run the analysis with the entire Master Plan community for a future project.

Williams asked why the applicant was asking for a 14-month extension instead of the full three years.

Brauneis welcomed the applicant to answer.

David Starnes, 1002 Griffith Street, replied that it was their intent to have building permits issued for all 6 buildings by April 2, 2020.

Brauneis asked for additional questions of staff and the applicant. Seeing none, he closed the public hearing and opened commissioner discussion.

Hsu explained that his questions came from a desire to avoid having future projects use a fiscal model to be used in favor of the applicant both ways. For example, if the second commercial building in this case became residential, the model should avoid a situation in which it didn't account for the cost of Steel Ranch against the Foundry but then if the applicant were to change the commercial to residential they should not get the benefit of the rest of the Foundry for that change. Other than that, he supported the extension.

Rice stated that he was happy that the extension was only for 14 months because the short timeframe suggested that the development would come to be. There have also been several approved PUDs that are not built even in the extended timeframe, which concerned the Commission.

Williams agreed.

Brauneis asked for additional comments from the Commission.

Rice and Ritchie noted that the numbering of the resolutions on the cover of the staff report was wrong but the agenda had the correct numbers.

Hoefner moved to approve the extension. Howe seconded. Roll call vote. All in favor.

COMMISSIONER COMMENTS

None.

STAFF COMMENTS

None.

ITEMS TENTATIVELY SCHEDULED FOR UPCOMING MEETINGS

Staff noted that the April 11th meeting had the 468 S Arthur Wireless Facility and the Draft Sign Code discussion on the schedule and the Transportation Master Plan would be listed first on the April 18th meeting.

Williams and Hsu will not be in attendance at the April 11th meeting.

Rice will not be in attendance at the April 18th meeting.

Adjourn:

Moline made motion to adjourn. Howe seconded. Brauneis adjourned meeting at 7:26 PM.

ITEM: Draft Sign Code Discussion

PLANNER: Lisa Ritchie, AICP, Senior Planner

APPLICANT: City of Louisville

REQUEST: Planning Commission discussion on the draft sign code

SUMMARY:

The City has contracted with Russell + Mills, PlanTools, and Murray Dahl Beery and Renaud, LLP to develop new regulations for signs, and to update the Commercial Development Design Standards and Guidelines (CDDSG) and Industrial Development Design Standards and Guidelines (IDDSG). Staff has worked closely with the consultant team and is ready to share with Planning Commission the draft sign code for their review and feedback. The updates to the CDDSG and the IDDSG will occur at a later date.

BACKGROUND:

The City has adopted and amended sign regulations over the years, which has resulted in regulations in numerous different documents:

- [Louisville Municipal Code Chapter 17.24](#) – Signs on residential property, temporary signs, other miscellaneous sign regulations
- [CDDSG](#) – Permanent signs in areas regulated by the CDDSG
- [IDDSG](#) – Permanent signs in areas regulated by the IDDSG
- [Downtown Sign Manual](#) – Temporary and permanent signs in Downtown
- [Mixed-Use Design Standards and Guidelines \(MUDDSG\)](#) – Temporary and permanent signs in areas regulated by the MUDDSG

The draft sign code proposes to consolidate regulations for all signs in all areas of Louisville into one document. The draft sign code also includes changes to regulations in response to recent court cases related to the 1st Amendment, changes in technology and site design, to accommodate frequently requested and approved sign waivers, and in response to feedback received during the initial public outreach.

DISCUSSION:

When developing the draft, staff reviewed all standards currently in effect and found that some standards were working well, while others required changes to meet the feedback initially provided by the business community and the public. The major areas of change include:

- **Consideration of the 2015 Supreme Court ruling in the *Reed v. Gilbert* case, along with subsequent rulings.** This ruling changed the means in which cities can regulate temporary signs, such as political signs, real estate signs, or special event banners. This ruling requires that all temporary signs be regulated under a “Time, Place, and Manner” framework, and removes our ability to regulate, for

example, political signs differently than a special event banner. The lens for application of these new rules basically examines the need to read the message on the sign to determine its regulations, and if so then the regulations are no longer legal. Rather, you can generally regulate instead on the length of time, the allowed location, and the manner of the sign itself (what it is constructed of, how tall, how big, etc).

- **Sandwich boards beyond downtown.** Currently, sandwich boards are only allowed downtown. The draft sign code proposes allowing sandwich boards in Commercial and Mixed-Use areas, as well. Unlike in downtown, where sandwich board signs are allowed on sidewalks in the public right of way, in other commercial areas of the City the location of sandwich board signs would be limited to private property. In all parts of the City, including downtown, sandwich board signs would only be allowed immediately adjacent to the storefront.
- **Larger signs.** The draft sign codes proposes the following changes to allow larger signs:
 - **Properties adjacent to US 36** may receive an additional allowance for height and area for signs fronting US 36.
 - **Size of development.** Currently, the maximum allowed area for freestanding signs is generally standard for all sizes of development. The draft sign code includes ranges of sign regulations based on size of development, smaller allowances for smaller properties, and larger allowances for larger developments.
 - **Removal of Character Height regulations.** Currently the maximum allowed character height for wall signs in the CDDSG is 24” and is 18” in the IDDSG. The draft sign code removes this limit to allow flexibility in design.
- **Murals.** Currently, murals are only allowed in downtown under specific regulations for allowed areas, size and circumstances on the structure. The draft sign code proposes to allow murals in Commercial, Mixed-Use and on buildings with Institutional uses (museums, schools, recreational, etc) in Residential areas.
- **Electronic Message Centers.** Currently, electronic message centers are not allowed in any area of Louisville. The draft sign code proposes to allow them on freestanding signs for gas stations, display signs (menu boards) in Commercial and Mixed-Use areas, kiosks, and through the PUD process elsewhere.

The draft sign code includes revisions to many other regulations. A summary table comparing existing regulations to the draft sign code is included as an attachment.

NEXT STEPS:

At this time, numerous groups are providing feedback on the draft sign code, in addition to Planning Commission. This includes:

- Business Retention and Development Committee

- Downtown Business Association
- Louisville Chamber of Commerce
- Sign Code Focus Group
- Public Open House

Following these outreach efforts, staff will revise the draft sign code accordingly and bring the sign code to Planning Commission and City Council for adoption through public hearings.

ATTACHMENTS:

1. Draft Sign Code
2. Existing Signs Comparison Table
3. Existing Regulations and Draft Sign Code Comparison Table

Sign Code City of Louisville



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Section 2: Approval Procedure

Section 3: General Regulations

Section 4: Permanent Signs

Section 5: Temporary Signs

Section 6: Definitions

1.1 PURPOSE. These sign regulations are established to safeguard the health, safety, convenience, order and welfare of all residents and visitors of Louisville. The City of Louisville recognizes that signs may act as a visual means of communication between the public and businesses and those businesses have an expectation of using signs to identify and advertise themselves.

Specifically, the purpose of these regulations is to provide a balanced and fair legal framework for the design, construction, and placement of signs that:

1. Enhance the City's economy and its businesses by promoting reasonable, orderly, and effective signs which assist in wayfinding and achieve better communication with the public;
2. Promote the efficient communication of messages, ensure that persons exposed to signs are not overwhelmed by the number of messages presented, and enhance the appearance and economic value of the landscape by reducing and preventing sign clutter;
3. Encourage creativity and innovation consistent within the established principles of the City's Design Guidelines;
4. Ensure that signs are compatible with their surroundings, and prevent the construction of signs that are a nuisance to occupants of adjacent and contiguous property due to brightness, reflectivity, bulk, or height;
5. Ensure commercial signs are designed for the purpose of identifying a business in an attractive and functional manner;
6. Ensure signs on the façade of buildings reinforce the City's existing character and are complimentary to the architectural design of Louisville's commercial districts;
7. Require compatibility with the historic architectural character and pedestrian scale of Downtown Louisville;
8. Provide fair and consistent permitting and enforcement, and
9. Promote the safety of persons and property by ensuring that signs do not create a hazard by:
 - a. Confusing or distracting motorists; or
 - b. Impairing drivers' ability to see pedestrians, obstacles or other vehicles, or to read traffic signs.

1.2 INTENT. It is the intent of these regulations to provide for the proper control of signs in a manner consistent with the First Amendment guarantee of free speech. It is not the intent of these regulations to regulate signs based on the content of their messages. Rather, these regulations advance important, substantial, and compelling governmental interests.

1. The incidental restriction on the freedom of speech that may result from the regulation of signs hereunder is no greater than is essential to the furtherance of the important, substantial, and compelling interests that are advanced by these regulations.
2. The City has an important and substantial interest in preventing sign clutter (which is the proliferation of signs of increasing size and dimensions as a result of competition among property owners for the attention of passing motorists and pedestrians), because sign clutter:
 - a. Creates visual distraction and obstructs views, potentially creating a public safety hazard for motorists, bicyclists, and pedestrians;
 - b. May involve physical obstructions of streets or sidewalks, creating public safety hazards;
 - c. Degrades the aesthetic and essential historic character of Louisville, making the City a less attractive place for tourism, commerce, and private investment; and
 - d. Dilutes or obscures messages displayed along City streets through the proliferation of distracting structures and competing messages.
3. The City has a substantial and compelling interest in preventing traffic accidents.
4. The City has a substantial and compelling interest in preventing negative impacts associated with temporary signs. Temporary signs may be degraded, damaged, moved, or destroyed by wind, rain, snow, ice, and sun, and after such degradation, damage, movement, or destruction, such signs harm the safety and aesthetics of the City's streets if they are not removed.

1.3 APPLICABILITY. These regulations shall apply to the display, construction, erection, alteration, use, maintenance, and location of all signs within the City.

1. Signs may be erected, altered and maintained only for, and be a permitted use in, the district in which the signs are located; shall be located on the same lot as the permitted uses to which they relate, except for sandwich board signs as permitted in Section 5 and shall be clearly incidental, customary and commonly associated with the operation of the permitted use.
2. If any provision of these regulations conflicts with any other adopted City ordinance or regulation that regulates signs, the more restrictive standards shall apply, provided, however, to the extent an approved, unexpired and currently effective Planned Unit Development under Louisville Municipal Code Chapter 17.28 includes specific sign allowances and/or restrictions that directly conflict with these regulations, such allowances and restrictions shall apply to the extent of the conflict.
3. Design guidelines identified within this manual replace the design standards for signs contained in the Design Handbook for Downtown Louisville, the Downtown Louisville Sign Manual, the City of Louisville Commercial Development Design Standards and Guidelines, the City of Louisville Industrial Development Design Standards and Guidelines, the City of Louisville Mixed Use Development Design Standards and Guidelines, and Chapter 17.24 of the Louisville Municipal Code (LMC).
4. The City recognizes other regulations pertaining to signage, specifically the State of Colorado, Department of Highways, "Rules and Regulations Pertaining to Outdoor Advertising," effective January 1, 1984, as may be amended. Where any provision of these regulations address the same subject matter as other regulations, the more restrictive regulation shall apply.
5. Nothing in these regulations shall be construed as a defense to a violation of applicable state or federal law.
6. All signs displayed, constructed, erected or altered after the effective date of these regulations, as adopted on ***, 2019, shall be in conformance with the provisions of these regulations. All signs that are existing at the time of the adoption of these regulations shall not be altered or enlarged without being brought into conformance with these regulations.

1.4 NONCONFORMING SIGNS Existing signs which do not conform to the specific provisions of these regulations or to an applicable approved PUD, variance, or waiver are designated as nonconforming signs. Nonconforming signs must be brought into compliance with these regulations or must be removed when any of the following conditions exist:

1. Any change which requires a permit per Section 2.1, except copy changes are permitted with an approved permit on a nonconforming sign.
2. The owner wishes to relocate, alter the size, height or supporting structure for the sign.
3. If any such sign or nonconforming portion thereof is destroyed by any means to an extent of more than fifty (50) percent of its replacement value at the time of the destruction, it shall not be reconstructed except in conformity with the applicable provisions of these regulations.
4. The location of the sign is moved or relocated.

1.5 ENFORCEMENT

1. The provisions herein shall be enforced by the City Manager. It shall be unlawful to erect, construct, reconstruct, alter or change any sign without first obtaining a sign permit from the City, and no permit shall be issued unless plans of and for the proposed erection, construction, reconstruction, alteration or use fully conform to this Section.
2. It shall be unlawful to erect, construct, move or change the use of any sign in the City or cause the same to be done contrary to or in violation of the provisions of these regulations or amendments thereto.



Freestanding pole signs are not permitted



Inflatable signs are not permitted

1.6 PROHIBITED SIGNS The following types of signs are prohibited except as noted:

1. All signs not expressly permitted under these regulations or exempt from a permit in accordance with Section 2.2 of these regulations.
2. Any sign other than traffic control signs, that is erected, constructed or maintained within, over or upon a public right-of-way, except projecting signs and sandwich board signs in conformance with these regulations, or ~~other~~ temporary signs otherwise granted permission for such location by the City or the Colorado Department of Transportation.
3. Any sign, other than traffic control signs, located in a vision clearance area.
4. Any sign at any location where by reason of its position, size, shape or color, it may obstruct, impair, obscure, interfere with the view of, or be confused with, any traffic control sign, signal or device, or may it interfere with, mislead or confuse traffic.
5. Handheld signs. No person shall place, maintain or otherwise utilize a handheld sign in a manner which obstructs or makes hazardous the free passage of pedestrians and motor vehicles on any street, sidewalk or public-right-of way.
6. Vehicle signs. No person shall park any vehicle or trailer on a public right-of-way or public property, or on private property, so as to be visible from a public right-of-way which has attached thereto or located thereon any sign. This provision applies when the vehicle is placed in a location for the primary purpose of displaying signage and is not intended to prohibit any form of vehicular sign, such as a sign attached to a motor vehicle primarily used for business purposes other than advertising.
7. Teardrop banner signs, as defined in Section 6.1.
8. Any sign attached to a tree or utility pole whether on public or private property.
9. Any flashing, rotating or moving signs, animated signs, signs with moving lights or signs which create the illusion of movement, except for:
 - a. A sign whereon the current time and/or temperature is indicated by intermittent lighting shall not be deemed to be a flashing sign.

- b. Traditional barber poles.
 - c. Electronic message signs, subject to the standards in Section 3.2.
10. Inflatable signs or displays placed on the ground or on buildings or tethered to other objects or structures.
 11. Any freestanding pole sign, unless designated as an iconic or historic sign.
 12. Any sign painted, erected and/or constructed upon, above or over the roof or parapet of any building.
 13. Any off-premise sign, including billboards. Off-premise sandwich board signs are permitted subject to the standards in these regulations.
 14. Any sign that obstructs access to or impedes operation of any fire escape, downspout, window, door, stairway, ladder or opening intended to provide light, air, ingress or egress for any building or structure as may be required by law.
 15. Any sign or sign structure which is structurally unsafe, constitutes a hazard to safety or health by reason of inadequate maintenance, abandonment, dilapidation or obsolescence and/or is not kept in good repair.



Teardrop banners are not permitted

2.1 PERMIT REQUIRED A permit shall be required in order to erect, move, alter, reconstruct or repair any permanent or temporary sign, or to alter the script, size, color or arrangement of the copy thereon, except signs that are exempt from permits in compliance with Section 2.2.

1. An application for a permit for a sign shall be submitted on a form provided by the Department of Building and Safety.
 - a. The applicant may choose to apply for a single permit for multiple signs in a unified or coordinated development by filing a master sign plan in accordance with Section 2.4.
2. Submittal requirements. Each application for a permit shall include:
 - a. A to-scale drawing showing the proposed location of the sign(s) along with the property boundaries, locations, types and square footage areas of all existing signs on the same site.
 - b. Specifications and full color scale drawings shall be included showing the sign type, materials, design, and dimensions.
 - c. Structural supports and/or attachments.
 - d. To-scale landscaping plan, if required.
 - e. Lighting and/or electrical components of the proposed sign(s).
 - f. Additional submittal requirements, as requested at the discretion of the Department of Planning and Building Safety, which information is reasonably necessary to assist in the review of the sign permit application.
 - g. The number of copies of application submittal items shall be determined by the Department of Planning and Building Safety.
 - h. The appropriate fee as adopted and required by the City.
3. Upon receipt of a complete application the Department of Planning and Building Safety shall review the same for compliance with these regulations, all applicable building code requirements, and any other applicable City codes and regulations, and approve, approve with conditions, or deny the application.
4. The Department of Planning and Building Safety shall have the right to inspect the proposed sign location prior to acting on the application, and shall also have the right to inspect the sign after construction to insure compliance with these regulations and any conditions of approval.
5. A permit for a sign shall lapse and have no further effect unless a

sign has been erected in compliance with the terms and conditions of the permit within one (1) year after the date of the permit approval, or as provided in the adopted City building codes.

2.2 EXEMPTIONS FROM REQUIRED PERMIT

The following signs are exempt from the permit requirements of Section 2.1 above; however, exempt signs remain subject to the remaining provisions of these regulations. Exempt signs shall otherwise be in conformance with all applicable requirements of these regulations, and the construction and safety standards of the City. All signs not listed in this Section and that are not prohibited by Section 1.6 require a permit pursuant to Section 2.1 above. Unless otherwise specifically provided, exempt signs may not be illuminated. Exempt signs include:

1. Signs erected by the City or by any government agency, including but not limited to traffic control signs. These signs may be illuminated for safety purposes.
2. Any public purpose/safety sign and any other notice or warning required by a valid and applicable federal, State or local law, regulation or resolution. These signs may be illuminated for safety purposes.
3. Signs displayed on motor vehicles which are being operated or stored in the normal course of a business, provided that the primary purpose of such vehicles is not for the display of signs and provided that they are parked or stored in areas appropriate to their use as vehicles.
 - a. Signs on vehicles shall not project beyond the surface of the vehicle in a manner which creates a hazard to pedestrians, cyclists, or other vehicles.
 - b. It shall be unlawful to place or store a vehicle with a sign on it in such manner as to increase the permitted sign area or number of signs either on-site or off-site for a non-residential use, as provided in Section 1.6.
4. Temporary decorations or displays, if they are clearly incidental to, customarily, or commonly associated with any national, State, or local holiday or religious celebration provided that such signs shall be displayed for a period of not more than forty five (45) consecutive days nor more than sixty (60) days in any one year. Such decorations or displays may be of any type, number, area, height, location, illumination or animation, provided that such decorations or displays:



Public safety and warning sign



Sign Displayed on a Vehicle



Temporary Decorations



Flag affixed to a pole



Directional sign

- a. Are maintained and do not constitute a fire hazard; and
 - b. Are located so as not to conflict with, interfere with or visually distract from traffic regulatory devices.
5. Flags that are affixed to not more than two (2) permanent flagpoles or flagpoles that are mounted to buildings (either temporary or permanent) provided that such flag maintains a minimum clearance of eight (8) feet from any travel surface and does not exceed twenty-four (24) square feet in Downtown, and forty (40) square feet in all other areas. Flags that are affixed to a flagpole mounted to a building are subject to the maximum wall sign area in Commercial, Mixed-Use and Downtown areas.
6. Incidental and directional signs, as defined in Section 6.1, provided that such signs do not exceed five (5) square feet in sign area.
7. Non-illuminated wall mounted display signs, as defined in Section 6.1, subject to the standards in Section 4.4.
8. Window signs, as defined in Section 6.1, subject to the standards in Section 4.5 and 5.6.
9. Sandwich board signs, as defined in Section 6.1, subject to the standards in Section 5.3.
10. Site signs, as defined in Section 6.1, subject to the standards in Section 5.4.
11. Yard signs, as defined in Section 6.1, subject to the standards in Section 5.5.

2.3 WAIVERS FROM SIGN REQUIREMENTS

1. Unless requested through a Master Sign Program, any request for an increase in the maximum allowable height, area, or number of signs permitted by these regulations shall follow the procedures set forth in Title 17 of the Louisville Municipal Code for approval of a Final Planned Unit Development (PUD). The following review criteria will be used as the basis of the evaluation of such request:
 - a. The proposed sign(s) shall encourage excellence in design, exhibit improved creativity, promote community aesthetics, and be consistent with the character of the area.
 - b. The proposed sign(s) shall be consistent and compatible with the color, materials, design of the on-site building(s).

- c. The proposed signs(s) shall be scaled and located consistent with the scale of the lot and the massing of the building(s), with consideration of legibility of copy area.
 - d. The proposed sign(s) are otherwise in conformity with the standards of this chapter and applicable design guidelines respecting the size, height, location, design and appearance of the sign(s) involved.
- 2. The Department of Planning and Building Safety shall be authorized to grant minor modifications of any sign standard, including but not limited to sign area and/or height modifications of ten (10) percent or less, pursuant to the procedure for a Minor Impact Variance set forth in Sec. 17.52.050, and upon a finding that:
 - a. The minor modification is of a technical nature and is required to compensate for some practical difficulty or unusual aspect of the site or the proposed sign.
 - b. The proposed sign(s) shall encourage excellence in design, exhibit improved creativity, promote community aesthetics, and be consistent with the character of the area.
 - c. The proposed sign(s) shall be consistent and compatible with the color, materials, design of the on-site building(s).
 - d. The proposed signs(s) shall be scaled and located consistent with the scale of the lot and the massing of the building(s), with consideration of legibility of copy area.

2.4 MASTER SIGN PROGRAM

- 1. A Master Sign Program is optional for any multi-tenant retail center, industrial park or other unified form of commercial site development or redevelopment in any area of the city. The applicant may submit a master sign program that consists of coordinated and/or shared signage for the entire development.
- 2. Available Bonus.
 - a. To encourage excellence in design, reduce visually intrusive signs and promote community aesthetics, the maximum sign area for permanent signs may be increased upon approval of a master sign program.
 - b. A ten (10) percent increase in sign area shall be available if all walls signs are designed to be integrated with the building(s) structure and design such that visual clutter is reduced and

overall community aesthetics enhanced. The sign will be considered well integrated if the same or similar building materials and colors are used.

- c. A ten (10) percent increase in sign area shall be available if all freestanding signs within the development are located within a landscaped area. A minimum of three (3) square feet of landscaping shall be provided for every one (1) square foot of sign face. Seventy-five (75) percent of the sign area landscaping shall be living plants.
3. Submittal requirements. Each application for a master sign program shall include:
 - a. A sign permit on a form provided by the City.
 - b. Full color 'to-scale' sketches of the proposed signs, displaying elevation and plan views, including materials, lighting, size, shape, design of all elements of the sign.
 - c. The location of all signs in relation to the site plan, buildings, right-of-way, and property lines, with all building and lot dimensions shown. A Final Planned Unit Development (PUD) site plan or an Improvement Location Certificate (ILC) may be used to complete this requirement.
 - d. Additional submittal requirements, as requested at the discretion of the Department of Planning and Building Safety which information is necessary to assist in determining if the review criteria of Subsection 2.4.4 are met.
 - e. The number of copies of application submittal items shall be determined by the Department of Planning and Building Safety.
4. Review criteria. The Department of Planning and Building Safety may approve, approve with conditions, or disapprove the issuance of a sign permit for one or more signs subject to a master sign program after consideration of the following criteria:
 - a. The proposed sign(s) shall encourage excellence in design, exhibit improved creativity, promote community aesthetics, and be consistent with the character of the area.
 - a. The proposed sign(s) shall be consistent and compatible with the color, materials, design of the on-site building(s).
 - b. The proposed signs(s) shall be scaled and located consistent with the scale of the lot and the massing of the building(s), with consideration of legibility of copy area.
 - c. The proposed sign(s) shall present a consistent and cohesive

master design program, incorporating all site signage in similar color, materials, type-face, copy area, theme or design.

- d. The proposed sign(s) are in conformity with the standards of these regulations respecting the size, height, location, design and appearance of the sign(s) involved.

2.5 ICONIC SIGN DESIGNATION

1. Iconic Signs. Signs which have been officially designated as an Iconic Sign by the Historic Preservation Commission and City Council, and which retain those dimensional, locational, and lighting standards that the sign possessed when it received such a designation, shall benefit from the following privileges:
 - a. May remain on roofs, or exceed height limits found elsewhere in these regulations.
 - b. May exceed dimensional limits found elsewhere in these regulations.
 - c. May change the sign copy and logo so long as the architectural quality of the original sign is maintained, subject to Section 2.5.6.
 - d. Shall not have the sign area deducted from the square footage of sign area granted by other standards in these regulations.
 - e. May remain in a right-of-way unless it becomes a hazard.
 - f. May retain its original lighting patterns and materials.
 - g. May be removed by the owner if they so choose.
2. Review Criteria. The Department of Planning and Building Safety shall review all applications for the Iconic Sign designation for consistency with the review criteria described below. The review shall include consideration of size, color, materials, illumination, location, as well as all other elements of creative sign design and construction. The application and staff report will then be forwarded to the Historic Preservation Commission for recommendation and City Council for official designation. An Iconic Sign shall meet the following criteria:
 - a. The sign, by its design, construction and location, will not have a substantial adverse effect on abutting property or the permitted use thereof, and will contribute to the City's unique character and quality of life.
 - b. The sign exhibits unique or rare characteristics that enhance the streetscape or identity of Downtown Louisville, or the area



Designated Iconic Sign

it is located, and it clearly provides a unique architectural style and appearance.

- c. The sign contributes to the historical or cultural character of the streetscape or the community at large.
3. Designation. The granting of the Iconic Sign designation is based upon a sign's distinct qualities. The City of Louisville Historic Preservation Commission and City Council shall have the authority to approve or disapprove the designation of an Iconic Sign based upon the criteria in Subsection (2) above.
4. At the time of submittal, the applicant must file all information as required by the Department of Planning and Building Safety to determine if the sign meets the above criteria.
5. A sign which has been officially designated as an Iconic Sign will not be required to comply with the requirements for nonconforming signs.
6. A sign which has been officially designated as an Iconic Sign may require review by the Historic Preservation Commission prior to any alteration that would require a permit under these regulations if the proposed change is inconsistent with the findings for the initial Iconic Sign Designation, however nothing in this review shall regulate content.

2.6 LANDMARK SIGN DESIGNATION

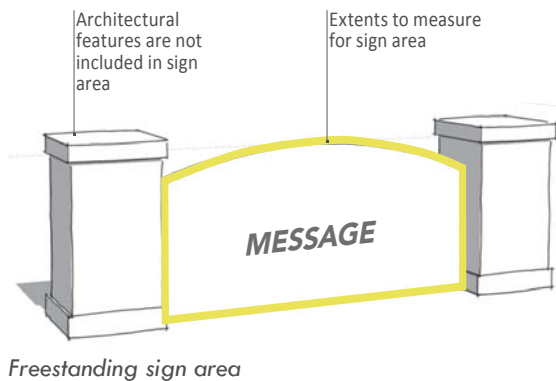
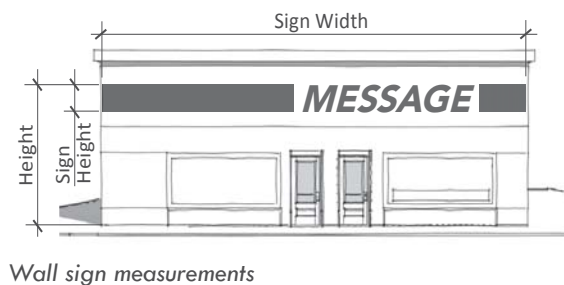
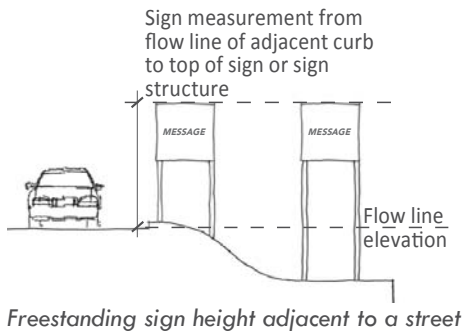
1. Landmark Signs. Signs which have been officially designated as a Landmark Sign by the Historic Preservation Commission and City Council shall benefit from the following privileges:
 - a. May be eligible for historic preservation funds for restoration, repair, or maintenance, with approval from the Historic Preservation Commission and City Council.
 - b. May remain on roofs, or exceed height limits found elsewhere in this design manual.
 - c. May exceed dimensional limits found elsewhere in this design manual.
 - d. May change the sign copy only with an alteration certificate from the Historic Preservation Commission.
 - e. Shall not have the sign area deducted from the square footage of sign area granted by other standards of this design manual.
 - f. May remain in a right-of-way unless it becomes a hazard.

- g. May retain its original lighting patterns and materials.
- 2. Review Criteria. A Landmark Sign shall meet the criteria established for a landmark structure as outlined in Section 15.36.050 of the Louisville Municipal Code.
- 3. Designation. The City of Louisville Historic Preservation Commission and City Council shall have the authority to approve or disapprove the designation of a Landmark Sign based upon the criteria in Section 15.36.050 of the Louisville Municipal Code.
- 4. At the time of submittal, the applicant must file all information as required by the Department of Planning and Building Safety to determine if the sign meets the criteria.
- 5. A sign which has been officially designated as a Landmark Sign will not be required to comply with the requirements for nonconforming signs.
- 6. A sign which has been officially designated as a Landmark sign shall be required to obtain an Alteration Certificate pursuant to Section 15.36.110 of the Louisville Municipal Code prior to any alteration that would require a permit under these regulations.



Designated Landmark Sign

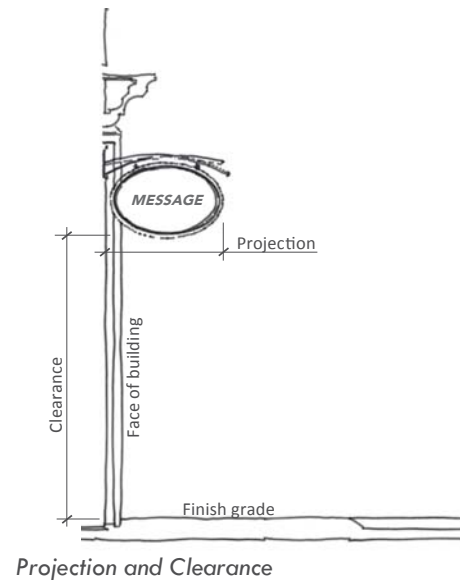
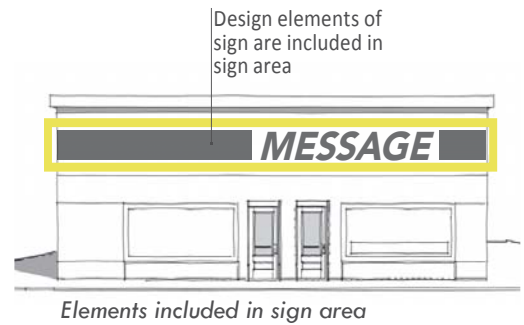
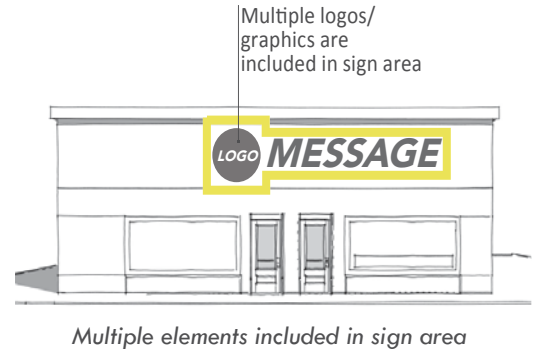
3.1 SIGN MEASUREMENT



1. Height.
 - a. The height of a freestanding sign is the vertical distance to the top of the structure or sign face, whichever is higher, measured from the elevation of average grade in the area within the required landscape area around the base of the sign.
 - b. For freestanding signs adjacent to a street, if said average grade is more than two (2) feet lower than the average grade of the nearest abutting street, then the height of the sign shall be measured from the flow line elevation of said street to the top of the sign face or sign structure, whichever is higher.
 - c. For signs mounted on a building, the height is measured from the average grade of the building frontage.
2. Area of single-faced signs.
 - a. Sign area is the entire surface area of a sign, including non-structural trim, frame or other material or color forming an integral part of the display or used to differentiate the sign's contents from the background against which they are placed. The supports, uprights, or structures on which any sign is mounted shall not be included in measuring sign area.
 - b. A building's architectural features, structural supports and landscape elements shall not be included within the sign area.
 - c. An awning, canopy, or non-cabinet wall sign's copy area shall be measured by including within a single continuous rectilinear perimeter of not more than eight straight lines which enclose the extreme limits of writing, representation, lines, emblems, or figures contained within all modules together with any air space, materials or colors forming an integral part or background of the display or materials used to differentiate such sign from the structure against which the sign is placed.
3. Area of multi-faced signs. All sign faces visible from one point shall be counted and considered part of the

maximum total sign area allowance for a sign.

- a. When two (2) identical sign faces are placed back to back so that both faces cannot be viewed from any point at the same time, and are part of the same sign structure, the sign area shall be computed as the measurement of one (1) of the two (2) faces.
 - b. When a sign has more than two (2) display surfaces that are visible from the same viewpoint, or the sign is a three-dimensional object, the area of such sign is the largest display surface visible from any single direction.
4. Area of multiple Signs.
- a. Whenever more than one (1) sign is placed on a freestanding structure, or on a projecting structure, the combination of signs shall be considered as one sign for the purpose of computing sign area and determining the number of signs on a site.
 - b. Total sign area shall be computed by adding the areas of the individual signs.
5. Projection. Projection is measured as the distance from the face of the building to which a sign is mounted to the furthest point on the sign away from the wall.
6. Clearance. Clearance is measured as the shortest distance between the bottom of a sign and the grade below.





High quality, unified signage



Exposed raceway



Multi-tenant freestanding sign

3.2 SIGN DESIGN

In general, signs shall have mutually unifying elements which may include uniformity in materials, color, size, height, letter style, sign type, shape, lighting, location on buildings, and design motif.

1. All signs shall be constructed of high quality durable materials.
2. Exposed raceways and conduit.
 - a. Raceways shall only be permitted when other means of attachment are not feasible, except as noted in d. below.
 - b. Exposed raceways shall be as thin and narrow as possible and shall be finished to match the background wall, and shall not extend in width or height beyond the area of the sign's lettering or graphics.
 - c. Conduit shall be concealed from public view.
 - d. Raceways and exposed conduit are not permitted in Downtown Louisville.
3. Materials and textures of signs shall be compatible with the architectural character of the site and building.
 - a. Supporting sign structures of freestanding signs shall match the primary finish and colors of the associated building(s).
 - b. The supporting members of a sign shall appear to be free of any extra bracing angle iron, guy wires, cables, etc. The supports shall appear to be an architectural and integral part of the building and/or sign.
4. Where possible, signs shall integrate tenant signs into a single sign structure.
5. Wayfinding and directional signage systems shall be of a unified graphical system. Such signage shall be placed in consistent locations near site entries, key points on the internal automobile and pedestrian circulation system, building entries, seating areas, and sidewalk intersections.
6. The supporting members of a sign shall appear to be free of any extra bracing angle iron, guy wires, cables, etc. The supports shall appear to be an architectural and integral part of the building and/or sign.
7. Electronic message centers.
 - a. Electronic message centers are permitted for the display of variable pricing on freestanding signs for gasoline stations,

on marquee signs in Commercial Areas, display signs in Commercial and Mixed-Use Areas, and kiosks when approved through a PUD.

- b. Any other electronic message center may be permitted only if expressly authorized in an approved Final PUD plan. The Final PUD plan shall meet the specific standards in Section e. below and include requirements concerning the location, and shall demonstrate exceptional and unique circumstances warranting the use of the electronic message center.
- c. All electronic message centers shall meet the following requirements:
 - i. The electronic message area of a freestanding sign shall be integrated into the design of the freestanding sign. Such electronic message portions of freestanding signs shall not be an add-on feature, but rather must be fully integrated into the site design.
 - ii. Up to fifty (50) percent of the allowed sign area of a freestanding sign may be occupied by an electronic message center. Electronic message centers on wall signs, window signs, pole signs, or any other permanent or temporary sign is not permitted.
 - iii. A maximum of one (1) freestanding sign with electronic message copy per site shall be permitted.
 - iv. All electronic message centers shall be equipped with a malfunction display and the ability to automatically shut off if a malfunction occurs.
 - v. Transition method. The electronic message center shall be limited to static messages, changed only through either dissolve or fade transitions, which may otherwise not have movement, or the appearance or optical illusion of movement, of any part of the sign or structure, design, or pictorial segment of the sign, including the movement of any illumination or the flashing, scintillating or varying of light intensity.
 - vi. Transition duration. The transition duration between messages shall not exceed one (1) second.
 - vii. Message hold time. The message hold time shall be a minimum of twenty (20) minutes.
 - viii. Lighting from an electronic message center shall not exceed 0.3 footcandles between dusk to dawn as measured from the sign's face. The electronic



Electronic message center



Electronic message center at a gas station

message center shall have automatic dimmer software or solar sensors to control brightness for nighttime viewing. the intensity of the light source shall not produce glare, the effect of which constitutes a traffic hazard. Documentation shall be provided from the sign manufacturer which verifies compliance with auto dimming and brightness requirements.

- ix. Existing signage proposed for conversion to the use of an electronic message center shall conform to the sign standards in these regulations prior to issuance of a sign permit. Nonconforming signs shall not be eligible for conversion to an electronic message center.



Halo lit wall sign



Externally illuminated wall sign

3.3 SIGN ILLUMINATION

Illumination of signs shall be in accordance with the following requirements, in addition to the standards provided in Section 4 for each sign type:

1. Internally illuminated signs.
 - a. No internally illuminated sign lighting shall include any exposed light source, except that neon or comparable tube lighting is permitted where neon is allowed.
 - b. When an internally illuminated sign cabinet is permitted, only that portion of the sign face dedicated to the trademark or characters may be translucent. The balance of the sign face shall be opaque.
2. Externally illuminated signs.
 - a. All signs that use external illumination shall have their lighting directed in such a manner as to illuminate only the face of the sign without causing glare.
 - b. The light source must be downcast and fully shielded.
 - c. Projecting light fixtures shall be simple and unobtrusive in appearance, and shall not obscure the graphics of the sign.
3. No illuminated sign visible from and located within three hundred (300) feet of any property in a residential zoning district may be illuminated between the hours of 11:00 p.m. or one-half hour after the use to which it is appurtenant is closed, whichever is later, and 7:00 a.m.
4. The following light sources are prohibited anywhere in Louisville, except as provided for in Section 1.5 and Section 3.2.9.

- a. Any flashing, rotating or moving signs, animated signs, signs with moving lights or signs which create the illusion of movement.
5. All illuminated signs in AO-T zone districts shall comply with Section 17.13.110 of the Louisville Municipal Code regarding glare, and the following additional standards:
 - a. Signs shall be illuminated only from a concealed light source internal to the sign structure or shielded from public view and from surrounding properties used to illuminate only the sign face, and not any area beyond the face; and
 - b. Signs shall not remain illuminated between the hours of 9:00 p.m. and 6:00 a.m.



Halo lit freestanding sign

3.4 SIGN INSTALLATION

1. In addition to the permit requirements in [Sec. 2.1](#), all permanent signs and all components thereof, including sign structures and sign faces, shall be installed in compliance with the adopted building and electrical codes of the City.
 - a. Every electric sign shall have affixed thereon an approved Underwriters' Laboratories label, or all wiring of such sign as approved by the State electrical inspector, and all wiring connected to such sign shall comply with all provisions of the applicable regulations of the City relating to electrical installations.
 - b. Signs shall be located in such a way as to maintain horizontal and vertical clearance of all overhead electrical conductors in accordance with adopted electrical code specifications, depending on voltages concerned. However, in no case shall a sign be installed closer than forty eight inches (48") horizontally or vertically from any conductor or public utility guy wire, or as recommended by the local public utility company.
 - c. No sign or sign structure shall be installed that impedes pedestrian or vehicular movement, or be erected in such a location as to cause visual obstruction or interference with motor vehicle traffic or traffic-control devices, or obstruct clear vision in any direction from any street intersection or driveway.
 - d. No sign or sign structure shall be installed that obstructs access to or impedes operation of any fire escape, downspout, window, door, stairway, ladder or opening intended to provide



Exposed lighting is not allowed



Up-lit signs are not allowed

light, air, ingress or egress for any building or structure as may be required by law. If possible, signs should not be placed in locations that obscure architectural features such as pilasters, arches, windows, cornices, etc.

- e. No sign or sign structure shall be installed which is structurally unsafe.
2. Except for flags, window signs and temporary signs conforming to the requirements of these regulations, all signs shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.

3.5 SIGN MAINTENANCE

The owner or lessee of any sign shall take all reasonable actions so that the sign will be maintained.

1. All signs and all parts and components thereof, shall be maintained in a safe condition in compliance with the approved permit and in conformance with these regulations.
 - a. All signs, including sign structures and sign faces, shall be maintained in good repair at all times and shall not constitute a hazard to safety, health or public welfare by reason of inadequate maintenance or deterioration. For the purposes of this Section, good repair shall mean that there are no loose, broken, torn or severely weathered portions of the sign structure or sign face.
 - b. The owner of a sign shall be required to keep signs and supporting hardware structurally safe, clean, free of visible defects, including graffiti, and functioning properly at all times. Exposed surfaces shall be kept clean and neatly painted, and free from rust and corrosion. Defective parts shall be replaced. Repairs to signs shall be equal to or better in quality of materials and design than the original sign.
2. All signs or any part of a sign which is broken or damaged or which is not reasonably maintained such as to present a nuisance, hazard or potential hazard, including any required landscaping, shall be repaired or removed by the sign owner such that the sign no longer is a nuisance or endangers public health and/or safety. If the sign owner fails or refuses to repair or remove the unsafe sign as herein required, the sign shall be deemed a nuisance and the City may abate the same as provided in Section 8.01.050 of the Louisville Municipal Code, as the same may be amended.

3.6 SIGN ALTERATION AND REMOVAL

1. Any alteration to an existing sign, including a change of copy, shall require a new sign permit pursuant to Section 2.1, unless exempt pursuant to Section 2.2. Alterations shall include, without limitation:
 - a. Changing the size of the sign;
 - b. Changing the shape of the sign;
 - c. Changing the material of which the sign is constructed;
 - d. Changing or adding lighting to the sign;
 - e. Changing the location of the sign; or
 - f. Changing the height of the sign; or
 - g. Routine maintenance.
2. Existing nonconforming signs may be altered in any way that does not change the materials, light source, size height, background, shape or location of the sign without bringing the entire sign into conformance, provided that the cost of the alteration is less than fifty (50) percent of the sign's replacement cost.
3. Any abandoned or illegal sign, which is not removed from the premises by the owner, user, or property owner within the time frames prescribed shall be subject to removal in accordance with the provisions and procedures detailed in this Section. Any such sign shall be considered a violation of the provisions of these regulations and be subject to the penalties set forth in [Section 1.5](#).
 - a. An abandoned permanent sign shall be removed by the owner, user, or property owner within thirty (30) days from time the purpose has passed or no longer applies.
 - b. An abandoned temporary sign shall be removed by the owner, user, or property owner within three (3) days from time the purpose has passed or no longer applies.
 - c. When building-mounted and painted wall signs are removed, the face of the structure shall be treated to conform to surrounding building conditions. Such removal shall not leave any evidence of the sign's existence.
 - d. Any illegal sign shall be removed from the premises upon which it is located within thirty (30) days from the notice of violation, and shall not remain on the premises until and unless a sign permit is issued.
4. Upon failure of the owner, user, or property owner to comply

within the specified time requirements set out in this Section, the City Manager is hereby authorized to cause such abandoned or illegal sign to be removed and any expense attendant thereto shall be paid by the owner, agent, or person having the beneficial use of the building, structure, or premises upon which the sign is located.

- a. If such removal expense remains unpaid for more than thirty (30) days after such removal is performed and expense incurred by the City and a bill for same was mailed to the permittee or owner by first class, certified or registered mail, such unpaid charge shall constitute a lien upon the real estate.
- b. The City Attorney is hereby authorized, in accordance with the law, to file a notice of lien in the office of the County Clerk to foreclose this lien and to sue the owner of the real estate of sign permittee, or their agents, in a civil action to recover the money due for the foregoing service, plus all its costs as hereinafter more fully described, together with reasonable attorney's fees to be fixed by the court.
- c. Any such judgement shall be enforced in accordance with law. Included in the expenses recoverable by the City shall be the costs of filing the notice of lien foreclosing such lien and all litigation costs, together with all office and legal expenses incurred in connection with collection of the amount due hereunder.
- d. In lieu of filing and enforcing a lien, the City may certify its costs of removal and enforcement with the County Treasurer under CRS 31-20-105 & 106 for collection in the same manner as real property taxes.
- e. A failure to remove any abandoned or illegal sign and subsequent failure by the Department of Planning and Building Safety to duly notice the owner, user, or property owner of the provisions of this Section shall not be deemed to constitute a waiver of any violations of these regulations, nor to be given any special status.
- f. If, through administrative neglect or inaction, an owner, user, or property owner is not notified of the requirements of this Section within the time frames specified, but is later so notified, such owner, user, or property owner shall take action to either correct the abandonment or illegality or shall cause the sign to be removed within twenty (20) days of such notification.
- g. Any sign removed by the City, in accordance with this Section, shall become the property of the City and may be disposed of

in any manner deemed appropriate by the City.

3.7 DISTRICT AREAS

The regulations in Section 4 and 5 set forth standards applicable by districts. Contact the Department of Planning & Building Safety to confirm which district is applicable.

Residential: Generally, this area is comprised of the residentially zoned properties, or properties developed with residential uses. This area includes properties zoned A, RR, RE, RL, RM, RH, R-RR, SF-LD, SF-MD, SF-HD, SF-R, SF-E, and PCZD-R. This also may include properties with commercial zoning with residential uses approved through a Special Review Use. Institutional uses include uses defined by Use Groups 9, 11 through 23, and 30 of Section 17.12.030 the Louisville Municipal Code that are located in the above zone districts.

Commercial: Generally, this area includes properties with commercial zoning, and that are subject to the **Commercial Development Design Standards and Guidelines**. This area includes properties that are zoned CN, CC (not Downtown), CB, AO, BO, AO-T (with additional regulations) and PCZD-C.

Industrial: Generally, this area includes properties with industrial zoning, and that are subject to the **Industrial Development Design Standards and Guidelines**. This area includes properties that are zoned I and PCZD-I.

Mixed-Use: This area includes properties with mixed-use zoning, and that are subject to the **Mixed Use Development Design Standards and Guidelines**. This area includes properties that are zoned MU-R and CC-MU.

Downtown: This area includes properties with Commercial Community zoning that is located within the downtown, as defined in Sec. 17.08.113 of the Louisville Municipal Code.



Residential Area



McCaslin Marketplace - Commercial Area



Louisville Corp. Campus - Industrial Area



DELO - Mixed-Use Area



Downtown Louisville

4.1 PERMANENT SIGNS.

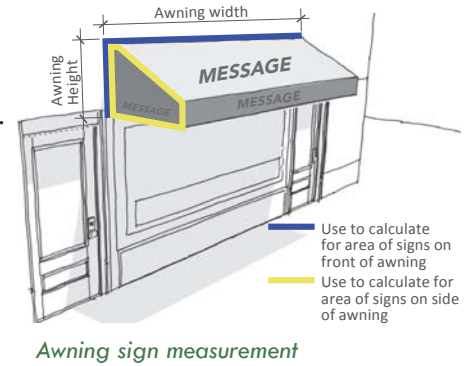
The standards of this Section apply to all permanent signs. Permanent signs may be subject to additional standards set out elsewhere in these regulations.

Sign Types. Permanent signs include the following types:

- 4.2 Awning Signs
- 4.3 Canopy Signs
- 4.4 Display Signs
- 4.5 Window Signs
- 4.6 Kiosks
- 4.7 Marquee Signs
- 4.8 Murals
- 4.0 Projecting Signs
- 4.10 Freestanding Signs
- 4.11 Wall Signs

4.2 AWNING SIGNS Signs on awnings are subject to the standards below. These regulations do not authorize the installation of awnings with or without signs without obtaining any necessary building permits in compliance with the city’s applicable building and zoning codes.

1. Awnings that contain signs shall be designed to be compatible with the storefront in scale, proportion, material, and color.
2. No awnings with signs shall extend above the roof line of any building, or the first story, whichever is less.
3. No sign mounted to an awning shall project beyond, above or below the face of the awning.
4. The principal function of any awning with a sign must be to provide shelter for a window, a door, or an outdoor seating area.
5. Awnings in Downtown may not project more than 6 ft from the face of the building to which it is mounted, or 2/3 the width of the walkway, whichever is less. Awnings in all other areas shall comply with the design regulations in effect in that area.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes	No	Yes	Yes
Permit Req'd	--	Yes	--	Yes	Yes
Max. Number	--	1 per awning face	--	1 per awning face	1 per awning face
Max. Area	--	40% of area of awning face	--	40% of area of awning face	40% of area of awning face
Min. Clearance	--	8 ft	--	8 ft	8 ft
Max. Height	--	12 ft	--	12 ft	12 ft
Illumination	--	No	--	No	No
Subject to Max. Wall Sign allowance	--	Yes	--	Yes	Yes



4.3.a CANOPY SIGNS in VEHICULAR AREAS Signs on canopies in vehicular areas may be permitted only in commercial and mixed-use areas and only if a canopy in a vehicular area is expressly authorized in an approved Final PUD plan. The PUD plan shall contain standards and requirements concerning the design of any canopy in vehicular areas.

1. Canopies with signs shall be designed to be compatible with the storefront in scale, proportion, and color.
2. Signs on a canopy in a vehicular area shall not be permitted to wrap the canopy. This includes colors and materials associated with the design of the canopy sign.

Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes	No	Yes	No
Permit Req'd	--	Yes	--	Yes	--
Max. Number	--	1 per frontage	--	1 per frontage	--
Max. Area	--	25% of area of canopy face, or 15 sf, whichever is less	--	25% of area of canopy face, or 15 sf, whichever is less	--
Illumination	--	Internal or Halo lit	--	Internal or Halo lit	--
Subject to Max. Wall Sign allowance	--	Yes	--	Yes	--

4.3.b CANOPY SIGNS in PEDESTRIAN AREAS

Signs on canopies are subject to the standards below. These regulations do not authorize the installation of canopies with or without signs without obtaining any necessary building permits in compliance with the city's applicable building and zoning codes.

1. No sign mounted to a canopy shall project below the face of a canopy. Signs mounted to the top of a canopy shall be designed such that:
 - a. They are comprised of channel letters or other three dimensional forms;
 - b. The mounting hardware and supporting structures of the sign are concealed from view;
 - c. The sign does not extend more than two (2) feet above the top of the canopy, or extend above the nearest roofline, whichever is less.
4. Canopies with signs shall be designed to be compatible with the storefront in scale, proportion, material, and color.
5. Canopies in Downtown may not project more than 6 ft from the face of the building to which it is mounted, or 2/3 the width of the walkway, whichever is less, and maintain a 2 ft minimum distance from the back of curb. Canopies in all other areas shall comply with the design regulations in effect in that area.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes, Multi-family and Institutional uses only	Yes	No	Yes	Yes
Permit Req'd	Yes	Yes	--	Yes	Yes
Max. Number	1 per primary entry	1 per primary entry	--	1 per primary entry	1 per primary entry
Max. Area	1 sf copy area per 1 lin ft of canopy	2 sf copy area per 1 lin ft of canopy	--	1 sf copy area per 1 lin ft of canopy	1 sf copy area per 1 lin ft of canopy
Max. Height	1st story	1st story	--	1st story	1st story
Min. Clearance	8 ft	8 ft	--	8 ft	8 ft
Illumination	No	Internally lit	--	Internally lit	No
Subject to Max. Wall Sign allowance	Yes	Yes	--	Yes	Yes



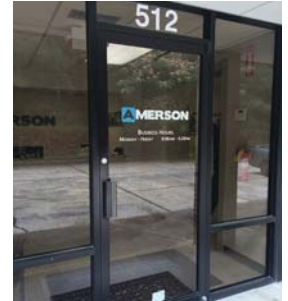
4.4 DISPLAY SIGNS Display signs are subject to the standards below. Display signs may be wall mounted or may orient to occupants in a vehicle. Display signs oriented to occupants in a vehicle may be permitted only in commercial and mixed-use areas and only if a drive through is expressly authorized in an approved Final PUD plan.

1. High quality materials shall be used in the construction of display signs.
2. Display signs shall be appropriate in material, size, location and design to the character and architectural detail of the building and site.
3. Display signs may include electronic message centers in commercial and mixed-use areas, subject to Section 3.2.9.
4. A display sign oriented to a drive through in a Commercial or Mixed-Use area may be an electronic message center that contains up to 100% of the sign area if the display changes no more than three (3) times in a 24-hour period.

Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes	No	Yes	Yes
Permit Req'd	--	Yes - drive thru only	--	Yes - drive thru only	No
Max. Number	--	1 per drive-thru lane and 1 wall mounted per tenant	--	1 per drive-thru lane and 1 wall mounted per tenant	1 wall mounted per tenant
Max. Area	--	8 sf - wall 32 sf - drive-thru	--	8 sf - wall 32 sf - drive-thru	8 sf - wall
Max. Height	--	7 ft	--	7 ft	7 ft
Illumination	--	Internally or Externally lit	--	Internally or Externally lit	Internally or Externally lit
Subject to Max. Wall Sign Allowance	--	No	--	No	No

4.5 WINDOW SIGNS Permanent window signs are subject to the following standards:

1. A window sign may be painted on, attached to, or placed within four feet of the inside of a window.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes, Institutional and Multi-Family uses only	Yes	Yes	Yes	Yes
Permit Req'd	No	No	No	No	No
Max. Number	1 per building entry	Unlimited, subject to max. area	1 per building entry	Unlimited, subject to max. area	Unlimited, subject to max. area
Max. Area	10% of door/window	25% of window	10% of door/window	25% of window, not to exceed 12 sf	20% of window, not to exceed 8 sf
Max. Height	First Story	First Story	First Story	First Story	First Story
Illumination	No	Internally lit or neon	No	No	No
Subject to Max. Wall Sign allowance	No	Yes, if illuminated No, if non-illuminated	No	No	No



4.6 KIOSKS Kiosks may be permitted only if expressly authorized in an approved Final PUD plan. The Final PUD plan shall contain specific standards and requirements concerning the design, construction, maintenance and operation of any kiosk.

1. The size and placement of the kiosk is dependent on the proposed activity. Specific design considerations, including illumination, will be approved through the Final PUD or Special Review Use (SRU) process.
2. A kiosk may contain an electronic message center display.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes, via PUD	No	Yes, via PUD	Yes, via PUD
Permit Req'd	--	Yes	--	Yes	Yes
Max. Height	--	10 ft	--	7 ft	7 ft
Illumination	--	Internally or Externally lit	--	Internally or Externally lit	No

4.7 MARQUEE SIGNS

Marquee signs are subject to the following standards.

1. A marquee sign shall be designed to be compatible with the storefront in scale, proportions, and color.
2. A marquee sign shall be located on the upper portion of the storefront. A marquee shall not obscure the building's windows, doors, or ornamental features.
3. A marquee sign is not permitted along an alley frontage.
4. Only non-electronic changeable copy is permitted in Downtown and Mixed-Use areas.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes	No	Yes	Yes
Permit Req'd	--	Yes	--	Yes	Yes
Max. Number	--	1 per building	--	1 per building	1 per building
Max. Area	--	1 sf per 1 lin ft of building frontage, not to exceed 150 sf	--	2 sf per 1 lin ft of building frontage, not to exceed 60 sf	2 sf per 1 lin ft of building frontage
Max. Height	--	Roof line, or second story window sill, whichever is less	--	Roof line, or second story window sill, whichever is less	Roof line, or second story window sill, whichever is less
Max. Sign Height	--	8 ft	--	6 ft	4 ft
Min. Clearance	--	8 ft	--	8 ft	8 ft
Max. Projection	--	8 ft, or 2/3 width of adjacent walkway, whichever is less	--	8 ft, or 2/3 width of adjacent walkway, whichever is less	6 ft, or 2/3 width of adjacent walkway, whichever is less
Illumination	--	Externally or internally lit, or neon	--	Externally or internally lit, or neon	Externally or internally lit, or neon
Subject to Max. Wall Sign allowance	--	Yes	--	Yes	Yes



4.8 MURALS Murals are subject to the following standards.

1. Murals are not permitted on a building's primary frontage.

Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes, Institutional uses only	Yes	No	Yes	Yes
Permit Req'd	Yes	Yes	--	Yes	Yes
Max. Number	Unlimited, subject to max. area	Unlimited, subject to max. area	--	Unlimited, subject to max. area	Unlimited, subject to max. area
Max. Area	50% of building facade area	75% of building facade area	--	100% of building facade area	100% of building facade area
Max. Height	Roof line	Roof line	--	Roof line	Roof line
Illumination	No	No	--	No	No
Subject to Max. Wall Sign Allowance	No	No	--	No	No

4.9 PROJECTING SIGNS

Projecting signs are subject to the following standards.

1. Projecting signs shall be placed near a building entrance or an access point to a walkway.
2. Projecting signs shall be spaced a minimum of ten feet apart on multi-tenant buildings, unless there is less than ten feet separating tenant entrances.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes	No	Yes	Yes
Permit Req'd	--	Yes	--	Yes	Yes
Max. Number	--	1 per tenant per frontage, not to exceed 2 per tenant	--	1 per tenant per frontage, not to exceed 2 per tenant	1 per tenant per frontage, not to exceed 2 per tenant
Max. Area	--	12 sf	--	9 sf	9 ft
Min. Clearance	--	8 ft	--	8 ft	8ft
Max. Projection	--	4 ft	--	4 ft	4 ft
Max. Height	--	12 ft	--	12 ft	12 ft
Illumination	--	No	--	No	No
Subject to Max. Wall Sign allowance	--	Yes	--	Yes	Yes



4.10 FREESTANDING SIGNS

The standards below apply to all freestanding signs.

1. All freestanding signs shall be located outside of the vision clearance area.
2. Freestanding signs may be located in a privately owned and maintained median and shall be setback at least 10 feet from nose of the median, and subject to review and approval from the Department of Public Works.
3. Where more than one primary or secondary freestanding sign is permitted, each permitted sign shall be allowed to have the maximum square footage allowed as noted in this section.
4. A freestanding sign may be affixed to an existing retaining wall, provided the retaining wall is expressly authorized by a Final PUD plan and is not located in right-of-way. The minimum setback does not apply to a sign affixed to such a retaining wall.

4.10.a FREESTANDING SIGNS in RESIDENTIAL AREAS

Freestanding signs in residential areas are subject to the standards below.

1. A freestanding sign shall be located at primary or secondary neighborhood entrances or entry drives on privately owned common areas or privately owned and maintained medians. There must be at least 600 feet of separation between any freestanding sign on the same street.
2. All freestanding signs must be constructed of an opaque background of uniform color, and shall be of high quality materials that are compatible with the character of the neighborhood. Freestanding sign bases or supports shall be constructed of stone, brick, wood, decorative concrete, high quality metal, or other similar materials.
3. Internally lit cabinet signs are not permitted.
4. All freestanding signs shall be in a landscaped area on privately owned common area. A minimum of three (3) square feet of landscaping shall be provided for every one (1) square feet of sign area. Only one face of the sign shall be counted. Landscape plans shall demonstrate that after three years of growth, seventy-five (75) percent of the landscaping area shall be covered with living plants.
5. Freestanding signs for single-family residential areas shall only be permitted for neighborhoods with a Home Owners' Associations (HOA) to ensure the signs are properly maintained over time. If a HOA dissolves, the HOA shall be responsible for removal of the sign prior to dissolving.
6. In place of one sign at a neighborhood entrance, one sign may be placed on each side of the street at the neighborhood entrance, provided the maximum area of both signs combined does not exceed the maximum area for one sign, and the maximum height is reduced to four (4) feet.



Primary Entrance Sign



Secondary Entrance Sign



Entry Sign on a retaining wall

Standard	Residential, Single-Family	Residential, Multi-Family	Residential, Institutional Use
Permitted	Yes	Yes	Yes
Permit Req'd	Yes	Yes	Yes
Max. Number	1 at each neighborhood entrance, not to exceed 4 signs. See note 8.	1 at each entry drive, not to exceed 2 signs. See note 8.	1 at each entry drive, not to exceed 2 signs. See note 8.
Max. Area	32 sf	40 sf	40 sf
Max. Height	6 ft	8 ft	8 ft
Illumination	Externally lit	Externally or halo lit	Externally or halo lit
Min. Setback	5 ft	8 ft	8 ft



High quality compatible freestanding sign



Multi-tenant freestanding sign with only characters illuminated



Cabinet signs without base and border are not permitted

4.10.b FREESTANDING SIGNS in COMMERCIAL AREAS

Freestanding signs in Commercial areas are subject to the following standards.

1. All freestanding signs shall be located along a primary or secondary public street frontage. Only one primary frontage shall be allowed. Sites may have more than one secondary frontage. Sites with more than 500 feet of primary or secondary frontage shall be allowed to place an additional sign meeting the secondary frontage standards on the that frontage.
2. Primary and secondary freestanding signs shall be located a minimum of 75 feet apart.
3. All freestanding signs must be constructed of an opaque background of uniform color, and shall be of high quality materials that are compatible with the building. Freestanding sign bases and support shall be constructed of brick, stone, wood, decorative concrete, high quality metal, or other similar materials.
4. All freestanding signs using an internally lit sign cabinet design shall have an architectural base and border on all sides that is consistent with and/or complements the building materials.
5. All freestanding signs shall be in a landscaped area. A minimum of three (3) square feet of landscaping shall be provided for every one (1) square feet of sign area. Only one face of the sign shall be counted. Landscape plans shall demonstrate that after three years of growth, seventy-five (75) percent of the landscaping area shall be covered with living plants.
6. The minimum setback is not required if the sign is adjacent to right-of-way with more than 10 feet between the curb and the property line, provided there is a minimum of 5 feet between the sign and any adjacent sidewalk.
7. Properties adjacent to US 36 may have an additional freestanding sign oriented to US 36. Freestanding signs oriented toward US 36 may have an additional fifty (50) percent increase in the maximum area and an additional one-hundred (100) percent increase in the maximum height.

4.10.b FREESTANDING SIGNS in COMMERCIAL AREAS, cont.

Standard	Commercial Single Tenant Site	Commercial Multi-Tenant Site*	Office Single Tenant Site	Office Multi-Tenant Site
Permitted	Yes	Yes	Yes	Yes
Permit Req'd	Yes	Yes	Yes	Yes
Max. Number	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 4 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 3 signs
Max. Area, Primary	48 sf	60 sf - less than 60,000 sf of floor area 96 sf - more than 60,000 sf of floor area	40 sf	48 sf - less than 60,000 sf of floor area 60 sf - more than 60,000 sf of floor area
Max. Area, Secondary	24 sf	32 sf	16 sf	24 sf
Max. Height, Primary	8 ft	12 ft	6 ft	8 ft
Max. Height, Secondary	5 ft	6 ft	5 ft	6 ft
Illumination	Externally, internally or halo lit	Externally, internally or halo lit	Externally, internally or halo lit	Externally, internally or halo lit
Min. Setback	10 ft	10 ft	10 ft	10 ft

*A commercial multi-tenant site may include an office tenant.



Primary Entrance Sign



Secondary Entrance Sign

4.10.c FREESTANDING SIGNS in INDUSTRIAL AREAS

Freestanding signs in industrial areas are subject to the following standards:

1. All freestanding signs shall be located along a primary or secondary public street frontage. Only one primary frontage shall be allowed. Sites may have more than one secondary frontage. Sites with more than 500 feet of primary or secondary frontage shall be allowed to place an additional sign meeting the secondary frontage standards on that frontage.
2. Primary and secondary freestanding signs shall be located a minimum of 75 feet apart.
3. All freestanding signs must be constructed of an opaque background of uniform color, and shall be of high quality materials that are compatible with the building.
4. Internally lit cabinet signs are not permitted.
5. All freestanding signs shall be in a landscaped area. A minimum of three (3) square feet of landscaping shall be provided for every one (1) square feet of sign area. Only one face of the sign shall be counted. Landscape plans shall demonstrate that after three years of growth, seventy-five (75) percent of the landscaping area shall be covered with living plants.

Standard	Industrial, Single Tenant Site	Industrial, Multi-Tenant Site
Permitted	Yes	Yes
Permit Req'd	Yes	Yes
Max. Number	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 4 signs
Max. Area, Primary	25 sf	40 sf
Max. Area, Secondary	15 sf	25 sf
Max. Height, Primary	6 ft	8 ft
Max. Height, Secondary	5 ft	6 ft
Illumination	Externally lit	Externally lit
Min. Setback	10 ft	15 ft

4.10.d FREESTANDING SIGNS in MIXED-USE AREAS

Freestanding signs in mixed-use areas are subject to the following standards:

- For lots or sites with only residential uses, the standards in Residential Areas apply. For all other sites, the standards in this Section apply.
- All freestanding signs shall be located along a primary or secondary public street frontage. Only one primary frontage shall be allowed. Sites may have more than one secondary frontage. Sites with more than 500 feet of primary or secondary frontage shall be allowed to place an additional sign meeting the secondary frontage standards on the that frontage. If a site has arterial frontage, the arterial frontage shall be the primary frontage for the purpose of these regulations.
- Primary and secondary freestanding signs shall be located a minimum of 75 feet apart.
- All freestanding signs must be constructed of an opaque background of uniform color, and shall be of high quality materials that are compatible with the building. Freestanding sign bases or supports shall be constructed of stone, brick, wood, decorative concrete, high quality metal, or other similar materials.
- Internally lit cabinet signs are only permitted on an arterial frontage.
- All freestanding signs shall be in a landscaped area, or in an appropriate location within a hardscaped area or plaza.



Primary Entrance Sign

Standard	Single Tenant Site Arterial Frontage	Multi-Tenant Site Arterial Frontage	Single Tenant Site Non-arterial Frontage	Multi-Tenant Site Non-arterial Frontage
Permitted	Yes	Yes	Yes	Yes
Permit Req'd	Yes	Yes	Yes	Yes
Max. Number	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 4 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 4 signs
Max. Area, Primary	48 sf	60 sf	24 sf	32 sf
Max. Area, Secondary	24 sf	32 sf	16 sf	24 sf
Max. Height, Primary	8 ft	12 ft	6 ft	8 ft
Max. Height, Secondary	5 ft	6 ft	5 ft	6 ft
Illumination	Externally, internally or halo lit	Externally, internally or halo lit	Externally or halo lit	Externally or halo lit
Min. Setback	10 ft	10 ft	50% of the distance of the structures's setback, or 3 ft, whichever is greater	50% of the distance of the structures's setback, or 3 ft, whichever is greater



4.10.e FREESTANDING SIGNS in DOWNTOWN

Freestanding signs in Downtown Louisville are subject to the standards below.

1. A freestanding sign shall be located only on a site frontage adjoining a public street.
2. Freestanding signs in downtown shall be designed to be compatible with the principal building in material, scale, proportions and color. Opaque backgrounds are required and shall be a non-reflective material
3. Freestanding signs in downtown shall only be used when other allowed types of signage cannot provide adequate messaging.
4. Freestanding signs in downtown shall not include a cabinet sign or utilize a monolithic base anchored to the ground.

Standard	Downtown
Permitted	Yes
Permit Req'd	Yes
Max. Number	1 per building
Max. Area	9 sf
Max. Height	6 ft
Min. Setback	None, provided no part of sign shall be placed or extend into right-of-way
Illumination	No
Subject to Max. Wall Sign allowance	Yes

4.11 WALL SIGNS The standards below apply to all wall signs.

1. Wall signs shall be designed to be compatible with the building in scale, proportions, and color.
2. A wall sign shall not obstruct any portion of a window, doorway or other architectural detail.
3. No sign part, including cut-out letters, may project from the building more than required for construction purposes and in no case more than twelve (12) inches.
4. No wall sign shall extend above the roof or parapet line of any building.





Primary Halo Lit Wall Sign



Secondary Wall Sign

4.11.a WALL SIGNS in RESIDENTIAL AREAS Wall signs in residential areas are subject to the standards below.

1. Wall signs shall be located on primary or secondary frontages. Only one primary frontage shall be designated per site.
2. Internally lit cabinet signs are not permitted.
3. In place of a wall sign located on primary or secondary frontages, a wall sign may be permitted on an alternative location on the structure, oriented towards a parking lot, plaza, alley, or other area.
4. The area allowance for wall signs shall include any sign area utilized on a canopy sign.

Standard	Residential, Single-Family	Residential, Multi-Family	Residential, Institutional
Permitted	No	Yes	Yes
Permit Req'd	--	Yes	Yes
Max. Number	--	1 per building	1 on primary frontage, 1 on secondary frontage
Max. Area, Primary	--	24 sf	32 sf
Max. Area, Secondary	--	--	15 sf
Max. Height	--	15 ft, or roofline, whichever is less	20 ft, or roofline, whichever is less
Max. Sign Height	--	2 ft	3 ft
Illumination	--	Externally or halo lit	Externally or halo lit

4.11.b WALL SIGNS in COMMERCIAL AREAS

Wall signs in commercial areas are subject to the standards below.

1. Wall signs may be located on primary or secondary public street frontages. Only one primary frontage shall be designated per site. Sites may have more than one secondary frontage.
2. In place of a wall sign located on primary or secondary frontages, a wall sign may be permitted on an alternative location on the structure, oriented towards a parking lot, plaza, alley, or other area.
3. The area allowance for wall signs shall include any sign area utilized on a canopy sign, awning sign, marquee sign, or a projecting sign.
4. In addition to the signs in this section, buildings with public rear entrances may have a 6 sf unlit sign above each entrance, 1 per tenant.
5. Properties adjacent to US 36 may have an additional wall sign(s). Wall signs oriented toward US 36 may have an additional fifty (50) percent increase in the maximum area and an additional fifty (50) percent increase in the maximum height.
6. The use of individually cut, internally lit or halo lit characters are encouraged.



Standard	Commercial Single Tenant Site	Commercial Multi-Tenant Site	Commercial Office Only Site
Permitted	Yes	Yes	Yes
Permit Req'd	Yes	Yes	Yes
Max. Number	1 at primary frontage plus 1 additional sign for each 100 linear ft of sign wall, 1 at secondary frontage	1 per tenant at primary frontage, 1 per tenant at secondary frontage	1 per tenant at primary frontage, 1 per tenant at secondary frontage
Max. Area, Primary	1 sf per 1 linear ft of building frontage, not to exceed 100 sf	1 sf per 1 linear ft of tenant building frontage, not to exceed 100 sf per sign	1 sf per 1 linear ft of tenant building frontage, not to exceed 40 sf per sign, not to exceed 100 sf total for all wall signs
Max. Area, Secondary or Alternative	.5 sf per linear ft of building frontage, not to exceed 100 sf	.5 sf per linear ft of building frontage, not to exceed 50 sf per sign	.5 sf per linear ft of building frontage, not to exceed 24 sf per sign, not to exceed 60 sf total for all signs
Max. Height	Roofline	Roof line	Roof line
Max. Sign Height	3 ft	4 ft	2 ft for buildings less than 25 ft tall, 3 ft for buildings taller than 25 ft
Illumination	Internally, externally, or halo lit or neon	Internally, externally, or halo lit or neon	Internally, externally, or halo lit



4.11.c WALL SIGNS in INDUSTRIAL AREAS

Wall signs in industrial areas are subject to the following standards:

1. Wall signs may be located on primary or secondary public street frontages. Only one primary frontage shall be designated per site. Sites may have more than one secondary frontage.
2. In addition to the signs in this section, buildings with public rear entrances may have a 6 sf unlit sign above each entrance, 1 per tenant.
3. Cabinet signs are not permitted.

Standard	Industrial, Single Tenant Site	Industrial, Multi-Tenant Site
Permitted	Yes	Yes
Permit Req'd	Yes	Yes
Max. Number	1 at primary frontage, 1 at secondary frontage	1 per tenant at primary frontage, 1 per tenant at secondary frontage.
Max. Area, Primary	1 sf per 1 linear ft of building frontage, not to exceed 60 sf	1 sf per 1 linear ft of tenant building frontage, not to exceed 40 sf per sign. If a tenant space is larger than 60,000 sf, the wall sign for that tenant may be up to 60 sf
Max. Area, Secondary	1 sf per 1 linear ft of building frontage, not to exceed 30 sf	1 sf per 1 linear ft of building frontage, not to exceed 25 sf
Max. Height	Roof line	Roof line
Max. Sign Height	3 ft	3 ft
Illumination	No	No

4.11.d WALL SIGNS in MIXED USE AREAS

Wall signs in mixed use areas are subject to the standards below.

1. For lots or sites with only residential uses, the standards in Residential Areas apply.
2. For all other sites, the standards in Commercial Areas apply.



Externally Lit Wall Sign



Neon Lit Wall Sign



Halo Lit Wall Sign

4.11.e WALL SIGNS in DOWNTOWN

1. Wall signs may be located on primary or secondary public street frontages. Only one primary frontage shall be designated per site. Sites may have more than one secondary frontage.
2. In place of a wall sign located on primary or secondary frontages, a wall sign may be permitted on an alternative location on the structure, such as a parking lot, plaza, alley, or other area.
3. The area allowance for wall signs shall include any sign area utilized on a canopy sign, awning sign, marquee sign, projecting sign or flags.
4. Visible raceways and transformers are not permitted.

Standard	Downtown, Single Tenant Site	Downtown, Multi-Tenant Site
Permitted	Yes	Yes
Permit Req'd	Yes	Yes
Max. Number	1 at primary frontage, 1 at secondary frontage, 1 at alternative area	1 per tenant at primary frontage, 1 per tenant at secondary frontage, 1 per tenant at alternative area
Max. Area, Primary	2 sf per 1 linear ft of building frontage	2 sf per 1 linear ft of building frontage, total for all signs
Max. Area, Secondary	1 sf per 1 linear ft of building frontage	1 sf per 1 linear ft of building frontage, total for all signs
Max. Installation Height	Roof line, 20 ft, or 2nd story window sill, whichever is less	Roof line, 20 ft, or 2nd story window sill, whichever is less
Max. Sign Height	--	--
Illumination	Externally, halo lit or neon	Externally, halo lit or neon

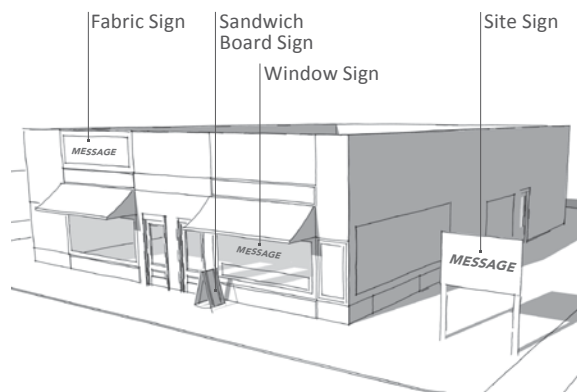
5.1 TEMPORARY SIGNS.

The standards of this Section apply to all temporary signs. Temporary signs may be subject to additional standards set out elsewhere within these regulations.

Sign Types. Temporary signs include the following types:

- 5.2 Fabric Signs
- 5.3 Sandwich Board Signs
- 5.4 Site Signs
- 5.5 Yard Signs
- 5.6 Window Signs

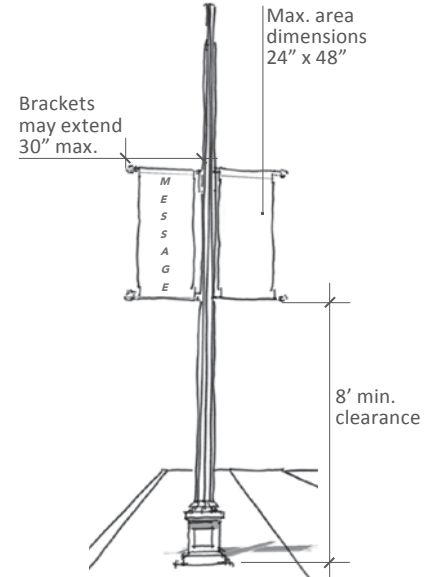
1. The purpose of temporary signs is to display messages for a temporary duration. Temporary signs shall not be used to circumvent the regulations that apply to permanent signs or to add permanent signage to a property in addition to that which is allowed by these regulations.
2. In general, a temporary sign shall be removed as of the earlier of the date that:
 - a. It becomes an abandoned sign
 - b. It falls into disrepair
 - c. The number of days set out in the tables below



5.2 FABRIC SIGNS

Fabric signs, also referred to as banners, are subject to the following standards:

1. Fabric signs placed on a wall shall not obstruct any portion of a window, doorway, or other architectural detail.
2. Fabric signs mounted on the ground may not be located within the vision clearance area.
3. Fabric signs may be installed on a utility pole with the consent of both the utility provider and the Department of Planning and Building Safety. A fabric sign shall be attached at the top and bottom of utility pole brackets that project no more than thirty (30) inches from the utility pole. Fabric signs installed on utility poles shall not exceed twenty-four (24) inches in width and forty-eight (48) inches in height, with a minimum clearance of eight (8) feet maintained from any travel or walking surface.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes, Institutional or Multi-Family uses only	Yes	Yes	Yes	Yes
Permit Req'd	Yes	Yes	Yes	Yes	Yes
Max. Number	1	1 per tenant	1 per building	1 per tenant	1 per tenant
Max. Area	32 sf	60 sf or wall sign allowance, whichever is less	40 sf	40 sf	32 sf
Max. Height	Roof line or 25 ft, whichever is less	Roof line	Roof line	Roof line or 25 ft, whichever is less	Roof line or 25 ft, whichever is less
Max. Time Permitted	60 days in a calendar year, not required to be consecutive	60 days in a calendar year, not required to be consecutive	60 days in a calendar year, not required to be consecutive	60 days in a calendar year, not required to be consecutive	60 days in a calendar year, not required to be consecutive
Illumination	No	No	No	No	No
Min. Setback, if ground mounted	10 ft	10 ft	15 ft	10 ft	3 ft



5.3 SANDWICH BOARD SIGNS

Sandwich board signs are subject to the standards below.

1. High quality materials and artistic designs shall be used in the construction of sandwich board signs. No plastic board or plastic letters shall be permitted.
2. A sandwich board sign shall not obstruct pedestrian circulation. A minimum of four (4) feet of sidewalk clearance shall be maintained at all times.
3. Sandwich board signs must be removed each day at close of business.
4. Sandwich board signs must be anchored to the ground or weighted sufficiently to prevent movement by wind.
5. In Downtown, sandwich board signs may be placed in right-of-way on a sidewalk or on a private walkway immediately adjacent to the building frontage with the primary entry of a tenant or site. If a site or tenant does not have any building frontage on a public street, a sandwich board may be located within the same block the site or tenant is located.
6. In Commercial and Mixed-Use areas, sandwich boards are permitted only on walkways not in right-of-way and shall be located adjacent to the business and on the same frontage as the primary entry.

Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	No	Yes	No	Yes	Yes
Permit Req'd	--	No	--	No	No
Max. Number	--	1 per tenant	--	1 per tenant	1 per tenant
Max. Area	--	6 sf	--	6 sf	6 sf
Max. Time Permitted	--	Unlimited	--	Unlimited	Unlimited
Illumination	--	No	--	No	No
Min. Setback	--	None	--	None	None

5.4 SITE SIGNS

Site signs are subject to the following standards:

1. Site signs are not intended to be installed in place of a permanent sign.
2. Site signs are only allowed on properties with active listings for sale or for rent, or on properties with active building permits.
3. Site signs may not be located within a vision clearance area.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes	Yes	Yes	Yes	Yes
Permit Req'd	No	No	No	No	No
Max. Number	1	1 per frontage, minimum distance between site signs is 1,000 ft	1	1	1
Max. Area	24 sf	32 sf	32 sf	32 sf	24 sf
Max. Height	6 ft	8 ft	8 ft	8 ft	6 ft
Max. Time Permitted	See # 2 above	See # 2 above	See # 2 above	See # 2 above	See # 2 above
Illumination	No	No	No	No	No
Min. Setback	10 ft	15 ft	10 ft	10 ft	3 ft



5.5 YARD SIGNS

Yard signs are subject to the standards below.

1. Yard signs may not be placed in a vision clearance area.

Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes	Yes	Yes	Yes	Yes
Permit Req'd	No	No	No	No	No
Max. Number	unlimited for sites with residential uses, 1 per frontage for site with institutional uses	1 per frontage per tenant	1 per frontage per tenant	1 per frontage per tenant	1 per frontage per tenant
Max. Area	6 sf	6 sf	6 sf	6 sf	6 sf
Max. Height	4 ft	4 ft	4 ft	4 ft	4 ft
Max. Time Permitted	120 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive
Illumination	No	No	No	No	No
Min. Setback	None	None	None	None	None

5.6 WINDOW SIGNS

Temporary window signs are subject to the standards below.

1. Temporary window signs are allowed in all locations where permanent window signs are allowed.
2. The temporary sign area allowance is in addition to the area allowance for permanent window signage, pursuant to Section 4.5. If a site does not utilize all of the permanent allowance, that area may be used for temporary window signage, in addition to the area listed below.
3. Temporary window signs shall be affixed to the window such that the fastener (e.g. tape) is not highly visible, or signs shall be mounted inside of the building for viewing through the window.



Standard	Residential	Commercial	Industrial	Mixed-Use	Downtown
Permitted	Yes	Yes	Yes	Yes	Yes
Permit Req'd	No	No	No	No	No
Max. Number	1	Unlimited, subject to max. area	1 per building entry	Unlimited, subject to max. area	Unlimited, subject to max. area
Max. Area	6 sf	25% of window or door	25% of window or door	25% of window, not to exceed 12 sf	20% of window, not to exceed 8 sf
Max. Time Permitted	120 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive	60 days per calendar year, not required to be consecutive
Illumination	No	No	No	No	No

6.1 DEFINITIONS. The following words, terms and phrases when used in these regulations shall have the meanings ascribed to them in this Section, except where the context clearly indicates a different meaning:

Abandoned sign means a sign, including sign face and supporting structure, which is unsafe, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation or obsolescence and/or is not kept in good repair; or which contains no sign copy on all sign faces for a continuous period of three (3) months.

Alteration means change in the size or shape of an existing sign. Copy or color change of an existing sign is not an alteration.

Animated means the use of movement or change of lighting to depict action or to create a special effect or scene.

Animated sign means any sign flashing or simulating motion with an electronic or manufactured source of supply or contains wind-actuated motion.

Architectural features means finished elements of a building that define a structure's architectural style and physical uniqueness, including, but not limited by windows, doors, trim, and ornamental features.

Awning sign means a sign permanently affixed to a sheet of canvas or other material stretched on a frame and used to keep the sun or rain off a storefront, window, doorway, or deck.

Banner. See definition for Fabric sign.

Billboard means any sign in excess of fifty (50) square feet in size oriented to a public street utilized to advertise a product or service that is not produced or conducted on the same property as the sign.

Building means any structure built for the shelter or enclosure of persons, animals, chattels or property or substances of any kind, excluding fences.

Building frontage means the horizontal, linear dimension of that side of a building which abuts a street, a parking area, plaza, alley, or other circulation area open to the general public; and having either a main window display of the enterprise or a public entrance to the building.

- a. Where more than one use or tenant occupies a building, each such use or tenant having a public entrance or main window display for its exclusive use shall be considered to have its own building frontage, which shall be the frontage width of the portion of the building occupied by that use.
- b. On corner and double-frontage lots, each building frontage that abuts a street, highway, private drives, or alley shall be considered to have both a primary and secondary frontage.

Cabinet sign means a sign structure consisting of the frame and face(s), not including the internal components, embellishments or support structure.

Canopy sign means a sign permanently affixed to a roofed shelter covering a sidewalk, walkway, driveway or other similar area which shelter may be wholly supported by a building or may be wholly or partially supported by columns, poles or braces extended from the ground.

Channel letter means a three-dimensional character that may include an internal or external light source.

Character means any graphic symbol used for sign text, included but not limited to letters, numbers and logos.

City Manager means the City Manager of Louisville, Colorado or his or her designee.

Civic event means any transient amusement enterprise held on property or right-of-way owned, or controlled by the City of Louisville with a license agreement and sponsored by the City.

Clearance means the distance from the bottom of a sign face elevated above grade and the grade below.

Copy means the words, message, logo, symbols, figures or images on a sign.

Copy area means the area that encloses the words, message, logo, symbols, figures or images on a sign.

Electric sign means any sign containing electrical wiring, but not including signs illuminated by exterior light sources, such as floodlights.

Directional sign means any sign that is designed and erected for the purpose of providing direction and/or orientation for pedestrian or vehicular traffic with or without reference to, or inclusion of, the name of a product sold or service performed on the lot or in a building, structure or business enterprise occupying the same.

Display sign means a sign either 1) mounted on a building wall oriented to pedestrians, or 2) a freestanding sign oriented to occupants of a vehicle in a drive aisle.

Electronic message center sign means a sign capable of displaying words, symbols, figures or images that can be electronically or mechanically changed by remote or automatic means.

Externally illuminated means lighting by means of a light source which is directed at a reflecting surface in such a way as to illuminate the sign from the front, or a light source which is primarily designed to illuminate the entire building facade upon which a sign is displayed. External illumination does not include lighting which is primarily used for purposes other than sign illumination; e.g., parking lot lights, or lights inside a building which may silhouette a window sign but which are primarily installed to serve as inside illumination.

Fabric sign includes any temporary sign, banner, pennant, valance or advertising display constructed of cloth, canvas, fabric or other light material, with or without frames, which is not permanently fixed to a supporting structure.

Flag. A fabric device similar to and including national and state flags, designed to be attached to a flagpole. Is definition ok? It seem

Flagpole means a pole, either building-mounted or freestanding, that is used for displaying a flag.

Flashing means a pattern of changing light illumination where the sign illumination alternates suddenly between fully illuminated and fully non-illuminated for the purpose of drawing attention to the sign.

Freestanding sign means a sign which is not attached to a building.

Frontage means the linear frontage - Primary or Secondary - of a lot, parcel or site abutting on a public street, park, plaza, walkway, or alley.

Grade (ground level) means the average of the finished grade surface elevation measured at the highest and lowest exterior corners of a structure.

Halo lit means an illuminated reverse channel letter (open or translucent back) so light from the letter is directed against the surface behind the letter producing a halo lighting effect around the letter. Also referred to as silhouette lit or back lit.

Handheld sign means a temporary sign held, suspended or supported by an individual. Handheld signs do not include handheld signs utilized for traffic control or safety purposes. Also known as a human directional, sign spinner or sign twirler sign.

Hazard means whenever any portion, support structure or appurtenance of a sign is likely to fail or to become detached or dislodged or collapse.

Iconic sign means an existing non-conforming sign with a distinctive architectural style and specifically designated as an Iconic Sign.

Incidental sign means a small sign affixed to a building or structure, machine, equipment, fence, gate, wall, gasoline pump, public telephone, or utility cabinet.

Inflatable sign means a balloon, blimp or other inflated object used for attracting attention.

Internal illumination means lighting by means of a light source which is within a sign having a translucent background, silhouetting opaque letters or designs, or which is within letters or designs which are themselves made of a translucent material.

Kiosk means a small structure, typically located within a pedestrian walkway or similar circulation area, and intended for use as a key, magazine or similar type of small shop, or for use as display space for posters, notices, exhibits, etc.

Landmark Sign means an existing sign with a distinctive architectural style and historic significance which has been officially designated as a Landmark Sign with the owner's consent by the Historic Preservation Commission and City Council consistent with the requirements of Section 15.36.050 of the Louisville Municipal Code.

Light source includes neon, fluorescent or similar tube lighting, the incandescent bulb (including the light-producing elements therein) light-emitting diode (LED) and any reflecting surface which, by reason of its construction and/or placement, becomes in effect the light source.

Logo means an emblem, letter, character, picture, trademark or symbol used to represent any firm, organization, entity or product.

Lot means a portion or parcel of land, whether part of a platted subdivision or otherwise, occupied or intended to be occupied by a building or use and its accessories, together with such yards as are required under the provisions of the zoning ordinance. A lot must be an integral unit of land held under unified ownership in fee or in co-tenancy, or under legal control tantamount to such ownership - This is from the Downtown Sign Manual, does not match LMC, staff to confirm best dimension of Lot.

Maintenance means the replacing, repairing or repainting of a portion of a sign structure; periodic changing of bulletin board panels; or renewing of copy which has been made unusable by ordinary wear and tear, weather or accident.

Marquee means a permanently-roofed structure with changeable messages attached to and supported by a building above an entrance.

Marquee sign means any sign made a part of a marquee and designed to have changeable copy.

Message hold time means the time interval a static message must remain on the display before transitioning to another message.

Multi-tenant building means a structure housing more than one retail business, office or commercial venture but not including residential apartment buildings, which share the same lot, access and/or parking facilities.

Mural means a picture or graphic illustration applied directly to a wall of a building or structure that does not advertise or promote a particular business, service or product.

Nonconforming sign means a sign which was validly installed under laws or ordinances in effect at the time of its installation, but which is in conflict with the current provisions of these regulations.

Off-premise sign means a sign which advertises or directs attention to products or activities not provided on the parcel or site upon which the sign is located.

Owner means a person, firm, corporation or other legal entity recorded as such on the records of the county clerk and recorder, including a duly authorized agent or attorney, a purchaser, devisee, fiduciary or a person having a vested or contingent interest in the property in question.

Pennant means a triangular, square or rectangular shaped flag attached in a string-type manner. Pennants do not contain any words, logos or emblems.

Permanent sign means any sign constructed of durable materials and affixed, lettered, attached to or placed upon a fixed, non-movable, non-portable supporting structure.

Pole sign means a permanent sign supported by one or more poles or pylons.

Projecting sign means a double-faced sign attached perpendicular to the wall of a building or structure which projects over private or public property.

Roof means the cover of any building, including the eaves and similar projections.

Roofline means the highest point on any building where an exterior wall encloses usable floor space, including floor area for housing mechanical equipment. The term “roofline” also includes the highest point on any parapet wall, providing such parapet wall extends around the entire perimeter of the building.

Roof sign means a sign erected upon or above a roof or parapet wall of a building and which is wholly or partially supported by such building.

Sandwich board means a type of portable sign that is intended to be placed on a hard surface, most commonly a sidewalk. These signs include A-frame signs, signs that are suspended from the top member of an A-frame, signs with weighted bases, and comparable signs.

Setback means the distance from the property line to the nearest part of the applicable building, structure, or sign, measured perpendicularly to the property line.

Sign means any written copy, display, illustration, insignia or illumination used to communicate a message or idea which is displayed or placed in view of the general public, and shall include every detached sign and every sign attached to or forming a component part of any marquee, canopy, awning, pole, vehicle or other object, whether stationary or movable.

Sign face means the exterior display surface of a sign (including nonstructural trim, yet exclusive of the supporting sign structure) upon, against, or through which a message is displayed or illustrated.

Sign height shall be the vertical distance from established grade at the base of the sign to the highest element or the uppermost point on the sign or sign structure.

Sign program means a design package that identifies a coordinated project theme of uniform design elements for all sign associated with a building, including color, lettering style, material, and placement.

Site means a

Site sign means a temporary freestanding sign constructed of vinyl, plastic, wood or metal and designed or intended to be displayed for a limited period of time on a site with an active listing for sale or for rent, or on properties with active building permits.

Street frontage means the linear frontage (or frontages) of a lot or parcel abutting on a private or public street which provides principal access to, or visibility of, the premises.

Teardrop banner sign means a type of temporary sign consisting of cloth, bunting, canvas or similar fabric, attached to a single vertical support structure with distinctive color, words, patterns or symbolic logos for display. Also known as a feather banner, flying banner or a wave banner sign.

Temporary sign means any sign based upon its materials, location and/or means of construction, e.g., light fabric, cardboard, wallboard, plywood, paper or other light materials, with or without a frame, intended or designed to be displayed for a limited period of time.

Traffic control sign means a sign erected in a public right-of way by an authorized governmental agency for the purposes of traffic regulation and safety.

Transition duration means the time interval it takes the display to change from one complete static message to another complete static message.

Transition method means a visual effect applied to a message to transition from one message to the next. Transition methods include:

- a. Dissolve – a frame effect accomplished by varying the light intensity or pattern, where the first frame gradually appears to dissipate and lose legibility simultaneously with the gradual appearance and legibility of the second frame.
- b. Fade – a frame effect accomplished by varying the light intensity, where the first frame gradually reduces intensity to the point of not being legible (i.e. fading to black) and the subsequent frame gradually increases intensity to the point of legibility.

Vehicle sign means a sign that is printed, painted upon or attached to motor vehicles, including semi-truck trailers, used primarily for the delivery of products, passengers or services or for business purposes other than as a sign.

Vision clearance area means a triangular area on a lot at the intersection of two streets, a street and a railroad, a street and an alley, or a street and a recreational trail, two sides of which are curb lines measured from the corner intersection of the curb lines to a distance specified in the Sec. 17.08.590 of the Louisville Municipal Code.

Wall sign means any sign painted on or affixed to the wall of a building or structure, or any sign consisting of cut-out letters or devices affixed to a wall with no background defined on the wall in such a manner that the wall forms the background surface of the sign.

Window means an opening for letting in light or air or for looking through, usually having a pane or panes of glass, etc. Spandrel glass that appears to be a window shall not be considered as such.

Window sign means any sign which is applied or attached to either the interior or exterior of a window and intended to be viewed from outside the building or structure.

Yard sign means a temporary freestanding sign constructed of paper, vinyl, plastic, wood, metal or other comparable material, and designed or intended to be displayed for a limited period of time on a lot with one or more existing permanent structures.

Location/Property	Area	Freestanding Sign Area	Draft Code Freestanding Sign Area	Existing Freestanding Sign Height	Draft Code Freestanding Sign Height	Site Square Footage
Alfalfas and Centre Court	Commercial	54 sf	60 sf - Multi-tenant	11.5 ft tall	12 ft tall - Multi-tenant	32,093 sf
Village Square	Commercial	54 sf	60 sf - Multi-tenant	12.5 ft tall	12 ft tall - Multi-tenant	45,000 sf
Century Retail Center	Commercial	92 sf (28 sf allowed incorrectly though a building permit)	60 sf - Multi-tenant	12 ft tall	12 ft tall - Multi-tenant	33,150 sf
Avista	Commercial	48 sf	96 sf - Multi-tenant	15 ft tall	12 ft tall - Multi-tenant	200,000+ sf
Louisville Plaza	Commercial	96 sf	96 sf - Multi-tenant	14 ft tall	12 ft tall - Multi-tenant	200,000+ sf
168 Centennial	Office	13 sf	48 sf - Multi-tenant office	6 ft tall	8 ft tall - Multi-tenant office	57,000 sf
400 S McCaslin	Office	32 sf	48 sf - Multi-tenant office	6 ft	8 ft tall - Multi-tenant office	33,000 sf
Delo Plaza	Mixed Use	53 sf	60 sf - Multi-tenant	12 ft tall	12 ft tall - Multi-tenant	13,600 sf
Lowes	Commercial	32 sf	48 sf - Single tenant	5 ft tall	8 ft tall - Single tenant	
Goddard School	Commercial	43 sf	48 sf - Single tenant	7 ft tall	8 ft tall - Single tenant	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
General Standards	Restrictions on raceways	Only prohibited downtown	Prohibited in downtown, design standards in 3.2.3	
	Electronic Message Centers	None, prohibited under moving signs	New standards in 3.2.9, allowed on gas station monument signs and certain display signs, may be allowed elsewhere with PUD	
	Character height	18" max industrial areas, 24" max commercial areas, 8" min on monument signs	None	
	Illumination	Varies	Varies, generally standards are updated to allow more modern technology	
Awning Signs, 4.2	Downtown, maximum area	1 sf/1 lin ft awning	40% of awning face	
	Commercial, maximum area	None	40% of awning face	
	Mixed-Use, maximum area	Not allowed on arterials, 1 sf/1 lin ft awning elsewhere	40% of awning face	
Canopy Signs in Vehicular Areas, 4.3.a	Maximum area	None	25% of the face of the canopy, on properties with a canopy authorized through a PUD	Also cannot wrap a canopy with colors and materials associated with the design of the canopy sign
Canopy Signs in Pedestrian Areas, 4.3.b	Downtown, maximum area	1 sf/1 lin ft canopy	1 sf/1 lin ft canopy	
	Commercial, maximum area	None	2 sf/1 lin ft canopy	
	Mixed-Use, maximum area	None on arterials, 1 sf/1 lin ft canopy elsewhere	1 sf/1 lin ft canopy	
	Residential, maximum area	None	1 sf/1 lin ft canopy, Multi-Family and Institutional only	
Display Signs, 4.4	Downtown, maximum area	Wall only, 8 sf	Wall only, 8 sf	
	Commercial, maximum area	None	8 sf wall, 32 sf drive-thru	
	Mixed-Use, maximum area	None for arterials, wall only 8 sf elsewhere	8 sf wall, 32 sf drive-thru	
	Maximum height, all areas	None	7 ft	
	Electronic Message Centers	None	In Commercial or Mixed-Use only	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
Window Signs, 4.5	Downtown, maximum area	20% of window or 8 sf, whichever is less	20% of window or 8 sf, whichever is less	1st floor windows only
	Commercial, maximum area	25% of window	25% of window	
	Mixed-Use, maximum area	25% of window	25% of window or 12 sf, whichever is less	
	Industrial, maximum area	25% of window, limited to tenant name only	10% of door/window, 1 per entry	
	Residential, maximum area	None	10% of door/window, 1 per entry, Multi-Family and Institutional only	
Kiosk Signs, 4.6	Downtown, maximum height	PUD only, no standards	7 ft, with PUD	
	Commercial, maximum height	PUD only, no standards	7 ft, with PUD	
	Mixed-Use, maximum height	PUD only, no standards	10 ft, with PUD	
	Industrial, maximum height	PUD only, no standards	Not allowed	
Marquee Signs, 4.7	Downtown, maximum area	2 sf/1 lin ft frontage	2 sf/1 lin ft frontage	
	Commercial, maximum area	None	1 sf/1 lin ft frontage, not to exceed 150 sf	
	Mixed-Use, maximum area	Not allowed on arterials, 2sf/1 lin ft frontage elsewhere	2 sf/1 lin ft frontage, not to exceed 60 sf	
	Downtown, maximum height	4 ft	4 ft	
	Commercial, maximum height	None	8 ft	Electronic message centers permitted
	Mixed-Use, maximum height	Not allowed on arterials, 4 ft elsewhere	6 ft	
Murals, 4.8	Downtown, maximum area	50% of building façade, provided wall has minimum 500 sf uninterrupted space	100% building frontage	Not on primary frontage
	Commercial, maximum area	None	75% building frontage	
	Mixed-Use maximum area	Not allowed on arterials, Downtown standards for other areas	100% building frontage	
	Residential, maximum area	None	50% building frontage, Institutional uses only	
Projecting Signs, 4.9	Downtown, maximum area	9 sf	9 sf	
	Commercial, maximum area	4 sf	12 sf	
	Mixed-Use, maximum area	4 sf on arterials, 9 sf elsewhere	9 sf	
	Industrial, maximum area	Not permitted	Not permitted	
	Maximum number	1 per tenant	1 per tenant per frontage, not to exceed 2 signs	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
Freestanding Signs, Residential 4.10a	Maximum number	1 per primary subdivision entrance	Single family neighborhood - 1 per neighborhood entrance, not to exceed 4 signs	
			Multi-family property - 1 at each entry drive, not to exceed 2 signs	
			Institutional use - 1 at each entry drive, not to exceed 2 signs	
	Maximum area	32 sf	Single family neighborhood - 32 sf	
			Multi-family property - 40 sf	
			Institutional use - 40 sf	
	Maximum height	8 ft	Single family neighborhood - 6 sf	
			Multi-family property - 8 sf	
			Institutional use - 8 sf	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
Freestanding Signs, Commercial 4.10b	Maximum number	1 per building, more through PUD	Commercial single tenant - 1 per frontage, not to exceed 2 signs	Sites with more than 500 ft of frontage may have another sign meeting the secondary standards on that frontage
			Commercial multi-tenant - 1 per frontage, not to exceed 4 signs	
			Office single tenant - 1 per frontage, not to exceed 2 signs	
			Office multi-tenant - 1 per frontage, not to exceed 3 signs	
	Maximum area	60 sf retail, 40 sf office	Commercial single tenant -48 sf, 24 sf secondary	
			Commercial multi-tenant - 60 sf when less than 60,000 sf FA, 96 sf when more than 60,000 sf FA, 32 sf secondary	
			Office single tenant -40 sf, 16 sf secondary	
			Office multi-tenant - 48 sf when less than 60,000 sf FA, 60 sf when more than 60,000 sf FA, 24 sf secondary	
			Adjacent to US 36 - additional 50% in area	
	Maximum height	None	Commercial single tenant - 8 ft, 5 ft secondary	
			Commercial multi-tenant - 12 ft, 6 ft secondary	
			Office single tenant - 6 ft, 5 ft secondary	
			Office multi-tenant - 8 ft, 6 ft secondary	
			Adjacent to US 36 - additional 100% in height	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
Freestanding Signs, Industrial, 4.10c	Maximum number	1 per building, more through PUD	Single-tenant - 1 per frontage, not to exceed 2 signs	of frontage may have another sign meeting the secondary standards on that frontage
			Multi-tenant - 1 per frontage, not to exceed 4 signs	
	Maximum area	25 sf	Single-tenant - 25 sf, 15 sf secondary	
			Multi-tenant - 40 sf, 25 sf secondary	
	Maximum height	6 ft	Single-tenant - 6 ft, 5 ft secondary	
			Multi-tenant - 8 ft, 6 ft secondary	
Freestanding signs, Mixed-Use, 4.10d	Maximum number	1 per building, more through PUD	signs	of frontage may have another sign meeting the secondary standards on that
			Multi-tenant - 1 per frontage, not to exceed 4 signs	
	Maximum area	60 sf retail, 40 sf office on arterials, 9 sf elsewhere	secondary	
			Multi-tenant, arterial frontage - 60 sf, 32 sf secondary	
			Single-tenant, non-arterial frontage - 24 sf, 16 sf secondary	
			Multi-tenant, non-arterial frontage - 32 sf, 24, sf secondary	
	Maximum height	None on arterials, 6 sf elsewhere	Single-tenant, arterial frontage - 8 ft, 5 ft secondary	
			Multi-tenant, arterial frontage - 12 ft, 6 ft secondary	
			Single-tenant, non-arterial frontage - 6 ft, 5 ft secondary	
			Multi-tenant, non-arterial frontage - 8 ft, 6 ft secondary	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
Freestanding signs, Downtown, 4.10e	Maximum number	1 per building	1 per building	Only when other allowed sign types cannot provide adequate messaging
	Maximum area	9 sf	9 sf	
	Maximum height	6 ft	6 ft	
Wall signs, Residential, 4.11a	Maximum number	undefined	Multi-family - 1 per building	
			Institutional - 1 primary, 1 secondary	
	Maximum area	2 ft	Multi-family - 24 sf	
			Institutional - 32 sf, 15 sf secondary	
	Maximum installation height	undefined	Multi-family - 15 ft or roof line	
			Institutional - 20 ft or roofline	
	Maximum sign height	undefined	Multi-family - 2 ft	
			Institutional - 3 ft	
Wall signs, Commercial, 4.11b	Maximum number	1 per tenant frontage, not to exceed 3 signs	Single-tenant - 1 primary, 1 secondary, + 1 each 100 lin ft of wall	
		1 per tenant frontage, not to exceed 3 signs	Multi-tenant - 1 per tenant primary, 1 per tenant secondary	
		1 per tenant	Office only - 1 per tenant primary, 1 per tenant secondary	
	Maximum area	1 sf/1 lin ft, not to exceed 200 sf	Single-tenant - 1 sf/1 lin ft, not to exceed 100 sf	
		1 sf/1 lin ft, not to exceed 200 sf	Multi-tenant - 1 sf/1 lin ft, not to exceed 100 sf per sign	
		40 sf each, not to exceed 100 sf total	Office only - 1 sf/1 lin ft, not to exceed 40 sf per sign, 100 sf total	
			Adjacent to US 36, additional 50% area	
	Maximum installation height	None	Single-tenant - Roofline	
			Multi-tenant - Roofline	
			Office only - Roofline	
	Maximum sign height	None, regulates character height	Single-tenant - 3 ft	
			Multi-tenant - 4 ft	
			Office only - 2 ft if less than 25 ft, 3 ft if more than 25 ft tall building	
			Adjacent to US 36, additional 100% height	

Sign Type	Standard	Existing Regulation	Proposed Regulation	Comments
Wall signs, Industrial, 4.11c	Maximum number	1 per tenant	Single tenant - 1 primary, 1 secondary	
			Multi-tenant - 1 per tenant primary, 1 per tenant secondary	
	Maximum area	15 sf per tenant, 80 sf total	Single-tenant - Primary - 1 sf/1 lin ft, not to exceed 60 sf, Secondary - 1sf/1 lin ft, not to exceed 30 sf	
			Multi-tenant -Primary - 1 sf/1 lin ft, not to exceed 40 sf per sign. If a tenant space is larger than 60,000 sf, may have up to 60 sf, Secondary - 1 sf/1 lin ft, not to exceed 25 sf	
	Maximum installation height	25 ft	Roofline	
	Maximum sign height	None, regulates character height	3 ft	
Wall signs, Mixed-Use, 4.11d	Standards	Arterial - Same as Existing Commercial Wall Signs, Non-arterial , Same as Existing Downtown Wall Signs	Sites with only residential uses - Proposed Residential Wall Sign standards apply, All other sites - Proposed Commercial Wall Sign standards apply	
Wall signs, Downtown, 4.11e	Maximum number	Subject to max area	Single tenant - 1 primary, 1 secondary, 1 alternative	
			Multi-tenant - 1 per tenant primary, 1 per tenant secondary, 1 per tenant alternative	
	Maximum area	Primary - 2 sf/1 lin ft frontage, Secondary - 1 sf/1 lin ft frontage	Single-tenant - Primary - 2 sf/1 lin ft frontage, Secondary - 1 sf/1 lin ft frontage	
			Multi-tenant - Primary - 2 sf/lin ft frontage, Secondary - 1 sf/1 lin ft frontage	
	Maximum installation height	Roofline, 20 ft, or 2nd story window sill, whichever is less	Roofline, 20 ft, or 2nd story window sill, whichever is less	
	Maximum sign height	None	None	

ITEM: 2019 Planning Commission Work Plan









PLANNER: Rob Zuccaro, AICP, Director of Planning & Building Safety



SUMMARY:

The Planning Commission has requested a review and discussion of the 2019 Commission work plan. The following pages include a summary table of 2019 work priorities adopted by City Council that will involve the Planning Commission. Attached for reference is the complete 2019 City Council Work Plan. In addition, staff has provided the following guiding documents to inform the work plan discussion:

- *Strategic Planning Framework:* Each City Council work plan project is categorized by “Critical Success Factor,” which aligns with a recently adopted Strategic Planning Framework, developed by City Staff and endorsed by City Council. The Strategic Planning Framework is attached for reference and staff will provide more background on the plan development and its anticipated role in City operations.
- *City Program Goals and Objectives:* Also included for each City Council project is the designated “Program.” These designations reflect budgetary categories and are broken out into Program Goals, Subprograms, and Subprogram Objectives. The Community Design, Transportation and Economic Prosperity Program Goals and Objectives are attached for reference.
- *City of Louisville Comprehensive Plan:* The Comprehensive Plan is reviewed and updated on a 10-year cycle and is the City’s main policy document on land use, infrastructure and programs. Often, there are more specific policy documents that should align with the Comprehensive Plan, including small area plans, the transportation master plan, and parks and trails plans. The Comprehensive Plan may be updated prior to the 10-year cycle if necessary. Municipal Code Sec. 17.64.020 specifically allows the Planning Commission to initiate a Comprehensive Plan amendment.

Staff is seeking direction on any additional projects or initiatives the Commission may wish to explore. These may include ideas for study sessions on topics of interest, specific zoning or subdivision code amendments or comprehensive plan amendments that could be explored or initiated.





Critical Success Factor/ Priority Initiative	Program	Issue	Priority	Planning Commission (PC) Involvement
 Reliable Core Services **Priority Initiative	Transportation	Transportation Master Plan – implement recommendations from TMP and discuss future funding considerations.	High	PC will review draft document at one or more public meetings and provide feedback and recommendations prior to presentation to City Council
 Reliable Core Services	Community Design	Design Guidelines and Sign Code Update – improve ability of existing businesses and property owners to be successful by implementing changes to City's commercial and industrial design guidelines and sign code.	High	PC will review the draft documents at one or more public meetings and provide feedback and recommendations prior to presentation to City Council
 Vibrant Economic Climate **Priority Initiative	Economic Prosperity	Implement Recommendations from McCaslin Redevelopment Study to support redevelopment within area.	High	Staff anticipates that PC will review a General Development Plan amendment at a future Public Hearing that will reflect implementation of the Redevelopment Study.
 Reliable Core Services	Community Design	Marijuana Regulations Update – discuss potential changes to current regulations.	Medium	COMPLETE – PC reviewed the revised marijuana regulations in early 2019. City Council adopted revised regulations for sales, testing and manufacturing and pulled out regulations for cultivation. Council intends to place the cultivation regulations on the ballot in November along with an excise tax requirement.
 Collaborative Regional Partner	Community Design	Affordable Housing funding in collaboration with Boulder County and participation in Countywide affordable housing strategies.	Medium	If City Council wishes to pursue zoning related incentives or requirements, PC will review and make recommendations and the codes.
 Reliable Core Services	Community Design	Height Calculations – amend height calculation requirements. Current regulations are difficult to interpret and enforce.	Medium	PC will review possible changes to the height calculations and make recommendations to City Council. Staff anticipates a work session with PC prior to drafting the regulations.
 Vibrant Economic Climate	Economic Prosperity	Redevelopment of Phillips 66 Property - Staff will develop options/tools to understand the market, the development potential and benefits to the community.	Medium	PC will review possible zoning or comprehensive plan amendments related this property.
 Reliable Core Services	Community Design	PUD Review and Waiver Criteria – consolidate and update criteria.	Lower	PC will review possible changes to the criteria and make recommendations to City Council. Staff anticipates a work session with PC prior to drafting the regulations.

Critical Success Factor/ Priority Initiative	Program	Issue	Priority	Planning Commission (PC) Involvement
 Reliable Core Services	Community Design	Dark Sky Lighting – consider dark sky lighting code changes for residential properties, and further education.	Lower	PC will review possible changes to the city's codes and make recommendations to City Council. Staff anticipates a work session with PC prior to drafting the regulations
 Reliable Core Services	Other	PUDs/Developments Projects	N/A	PC will hold public hearings and make recommendations to City Council on any non-administrative development review applications.





ATTACHMENTS:

1. 2019 City Council Work Plan
2. Strategic Planning Framework
3. Transportation, Community Design and Economic Prosperity Program Goals and Subprograms
4. Comprehensive Plan







2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
1.	 Reliable Core Services **Priority Initiative	Transportation	Transportation Master Plan – implement recommendations from TMP and discuss future funding considerations.	3 meetings	High	1 st , 2 nd , 3 rd
2.	 Reliable Core Services	Utilities	Trash Hauler RFP - select contractor for collection of single-family residential trash, recyclables and compostables. Policy discussion about waste diversion and composting and approval of the contract.	2 meetings	High	1 st
3.	 Financial Stewardship and Asset Mgmt **Priority Initiative	Recreation	Recreation/Senior Center Assessment/Fees - review finances, fees and budgets to ensure sound financial structure/fiscal sustainability of Recreation Fund.	2 – 3 meetings	High	2 nd , 3 rd
4.	 Financial Stewardship and Asset Mgmt **Priority Initiative	Recreation	Golf Course Assessment/Fees – review finances, fees, budgets and water policies to ensure sound financial structure/fiscal sustainability of Golf Fund.	2 – 3 meetings	High	2 nd , 3 rd






2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
5.	 Reliable Core Services	Community Design	Design Guidelines and Sign Code Update – improve ability of existing businesses and property owners to be successful by implementing changes to City’s commercial and industrial design guidelines and sign code.	2 meetings	High	2 nd , 3 rd
6.	 Vibrant Economic Climate **Priority Initiative	Economic Prosperity	Implement Recommendations from McCaslin Redevelopment Study to support redevelopment within area.	3 – 4 meetings	High	1 st , 2 nd , 3 rd , 4 th
7.	 Financial Stewardship and Asset Mgmt **Priority Initiative	Administration and Support Services	Fiscal and Revenue Policies – review and update fiscal policies, including Rec and Senior Center, Golf Course and Open Space acquisition. Review reserve policy for acquisitions.	2 meetings	High	2 nd , 3 rd
8.	 Financial Stewardship and Asset Mgmt	Administration and Support Services	2020 Budget – finalize and adopt 2020 operating and capital budget.	3 meetings	High	2 nd , 3 rd







2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
9.	 Financial Stewardship and Asset Mgmt	Administration and Support Services	TABOR Revenue Options – explore options for excess sales/use tax collected for operations and maintenance for recreation facilities expansion.	1 meeting	Medium	2 nd
10.	 Reliable Core Services	Transportation	South Boulder Road Connectivity – update on alternatives and approval of design.	1 meeting	Medium	2 nd
11.	 Reliable Core Services	Transportation	Paving Update – review results of updated Pavement Condition Index (PCI) inventory and scores and incorporate specific measurable goals and long-term funding strategies.	1 Study Session, 1 meeting	Medium	1 st , 3 rd
12.	 Reliable Core Services	Utilities	Water, Sewer and Storm Rates – update utility rate model/rate classes.	1 meeting	Medium	2 nd
13.	 Quality Programs and Amenities **Priority Initiative	Parks	Improve Medians/Landscaping – increase efforts to improve the City’s medians and landscaping infrastructure, including forestry.	1 memo, 1 meeting	Medium	2 nd , 3 rd
14.		Open Space and Trails	Open Space/Parks Enforcement – Revisions to Municipal Code for enforcement on open space and parks.	2 meetings	Medium	2 nd , 3 rd






2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
	Quality Programs and Amenities					
15.	 Quality Programs and Amenities	Open Space and Trails	Coyote Run – Update and implementation of landslide mitigation.	2 meetings	Medium	1 st , 3 rd
16.	 Quality Programs and Amenities	Open Space and Trails	Open Space Management Plan/Vision – Conduct baseline assessment and determine desired level of service to maintain and improve open space now and into the future.	1 Study Session, 1 meeting	Medium	3 rd , 4 th
17.	 Quality Programs and Amenities	Open Space and Trails	Open Space zoning - Rezoning of existing parks and open space lands	2 - 3 meetings	Medium	2 nd , 3 rd
18.	 Reliable Core Services	Community Design	Marijuana Regulations Update – discuss potential changes to current regulations.	1 – 2 meetings	Medium	1 st
19.	 Quality Programs and Amenities	Community Design	Miners Cabins – complete the relocation/restoration of miners’ cabins.	1 meeting	Medium	2 nd







2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
20.	 Collaborative Regional Partner	Community Design	Affordable Housing funding in collaboration with Boulder County and participation in Countywide affordable housing strategies.	2 meetings/ memo updates	Medium	2 nd , 3 rd (timing based on county conversations)
21.	 Reliable Core Services	Community Design	Height Calculations – amend height calculation requirements. Current regulations are difficult to interpret and enforce.	2 meetings	Medium	3 rd
22.	 Quality Programs and Amenities	Community Design	Historic Preservation Funding – review of Historic Preservation Funding Grant Program.	1 meeting	Medium	2 nd
23.	 Vibrant Economic Climate	Economic Prosperity	Redevelopment of Phillips 66 Property - Staff will develop options/tools to understand the market, the development potential and benefits to the community.	2 – 3 meetings	Medium	3 rd , 4 th
24.	 Vibrant Economic Climate	Economic Prosperity	Review BAP Policies – establish administrative policies for Business Assistance Program and review focus of program.	1 meeting	Medium	3 rd
25.	 Vibrant Economic Climate	Economic Prosperity	LRC Update – update and further collaboration with Louisville Revitalization Commission (i.e. capital projects, opportunities, redevelopment efforts).	1 meeting	Medium	1 st , 2 nd







2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
26.	 Engaged Community **Priority Initiative	Administration and Support Services	New Technology/Engagement Tools – seek input from City Council on new communication tools (i.e. website redesign, mobile application).	1 Study Session	Medium	2 nd
27.	 Supportive Technology **Priority Initiative	Administration and Support Services	Middle Mile Network – develop plan for completion of City’s middle mile fiber network.	Study Session or Regular Meeting Discussion/ Direction	Medium	3 rd
28.	 Financial Stewardship and Asset Mgmt	Administration and Support Services	2021-2022 Budget Process – investigate and proposed changes to City’s budget process for implementation for 2021-2022 biennial fiscal year budget cycles.	1 Study Session, 1 – 2 meetings	Medium	2 nd , 3 rd
29.	 Quality Programs and Amenities	Administration and Support Services	Energy Future Collaboration Update –update on Energy Future Collaboration between City and Xcel and implementation of goals/strategies.	1 Regular Meeting	Medium	4 th
30.	 Quality Programs and Amenities	Administration and Support Services	Evaluation of all City Council appointees: City Manager, City Attorney, Judge and Prosecuting Attorney prior to 2020 appointments by Council.	2 Regular Meetings	Medium	3 rd , 4 th (CM)



2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
31.	 Quality Programs and Amenities	Administration and Support Services	Council Work Plan preparation	1 Regular Meeting	Medium	4 th
32.	 Quality Programs and Amenities	Recreation	Senior Services Update – update on County-wide aging plan and senior services programming.	Memo and 1 Study Session	Lower	1 st , 4 th
33.	 Quality Programs and Amenities	Cultural Services	Funding for Public Art – LCC recommendations for creating revenue stream for public art and other options for expanding public art program.	1 Study Session	Lower	3 rd
34.	 Reliable Core Services	Community Design	PUD Review and Waiver Criteria – consolidate and update criteria.	1 Regular Meeting	Lower	2 nd
35.	 Reliable Core Services	Community Design	Dark Sky Lighting – consider dark sky lighting code changes for residential properties, and further education.	2 Regular Meetings	Lower	3 rd , 4 th
36.	 Quality Programs and Amenities	Open Space and Trails	Open Space zoning: Consideration of annexation of open space and enclaves	1 meeting	Lower	3 rd

2019 Louisville City Council Work Plan

Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
37.	 Healthy Workforce	Administration and Support Services	Strategic Plan Implementation – update on implementation of Strategic Plan	1 Study Session / memos	Lower	2 nd
38.	 Engaged Community	Administration and Support Services	Board & Commission Interviews/Appointments: - Review process for Board & Commission Appointments - Conduct interviews for Boards & Commissions and determine appointments.	2 meetings	Lower	2 nd , 4 th
39.	 Reliable Core Services	Administration and Support Services	Council Salary Survey – review results of biannual City Council salary survey and potentially create a policy structure around the issue.	1 meeting	Lower	3 rd
	 Reliable Core Services	Other	PUDs/Developments Projects to be Submitted – once applicant has satisfied all submittal requirements and proposal has been reviewed by the Planning Commission, staff will present for consideration.	N/A	N/A	N/A
	 Collaborative Regional Partner **Priority Initiative	Other	Consider Regional Partnerships – continue to consider shared service opportunities with neighboring municipalities (i.e. multi-purpose fields, northwest rail).	N/A	N/A	N/A
	 Reliable Core Services	Other	Consent Items – staff processes small/non-controversial issues by adding to consent agenda for consideration. Council sometimes	N/A	N/A	N/A

2019 Louisville City Council Work Plan

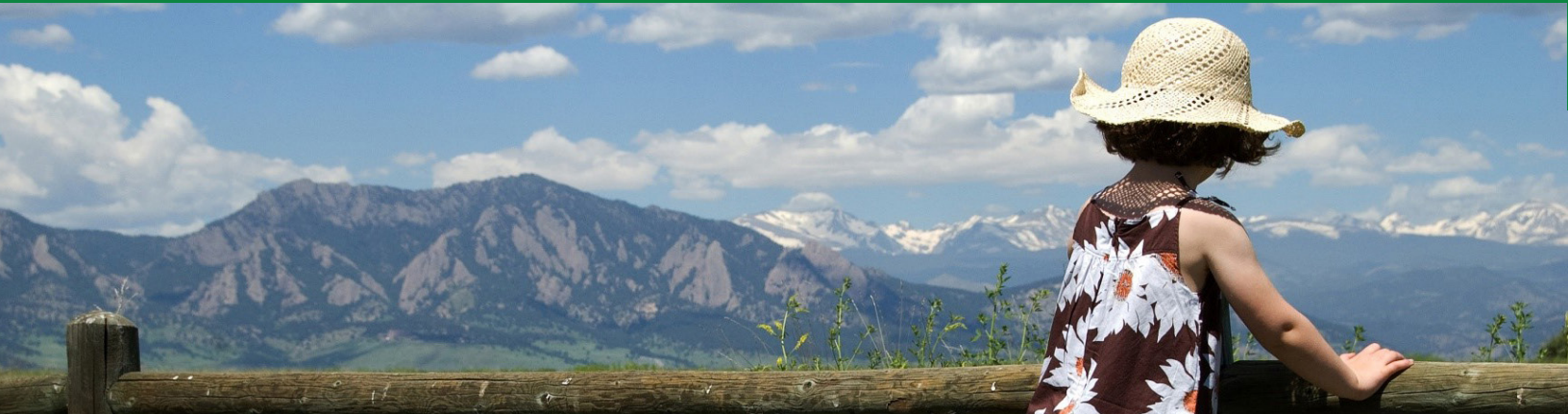
Number ⁱ	Critical Success Factor/ Priority Initiative	Program	Issue	Time Allotment (# Regular Meeting, Study Session and/or Memo)	Priority (High, Medium or Lower)	1 st /2 nd /3 rd /4 th Quarter
			removes these items from consent agenda and discusses during regular meeting.			
	 Reliable Core Services	Other	Municipal Code Updates – staff drafts and presents updates to Municipal Code as part of ongoing efficiency efforts.	N/A	N/A	N/A
	 Reliable Core Services	Other	Unanticipated Issues - each year numerous issues arise that cannot be reasonably foreseen that require Council consideration.	N/A	N/A	N/A

ⁱ Number for reference only. Does not represent priority of item on work plan or within high/medium/lower category.



City of Louisville

Strategic Planning Framework



Introduction

The purpose of the Strategic Plan is to outline how the City can best serve our residents now and into the future. The Strategic Plan will serve as a road map for our organization, to strengthen our organizational culture, and to serve as a communication tool for the community to understand the strategic vision and operating guidelines of the organization.

As an internal, guiding document, the Strategic Plan outlines our operating guidelines for the organization as a whole—our Vision, Mission and Values, as well as our Critical Success Factors—and will help align our organizational culture with the work that we do. In addition, the Strategic Plan includes Priority Initiatives that capture the City’s key priorities for the next one to two years (aligned with the biennial budget process) in each of the Critical Success Factor areas. The City has many initiatives ongoing throughout the year, in addition to the daily operations required to run the City. The Priority Initiatives represent those projects or initiatives occurring in the next one to two years that are above and beyond our daily operations, which represent an increased level of service, have new or additional dedicated resources and funding, and help advance the City’s vision. Together, these elements demonstrate to our residents what we plan to accomplish, and the manner in which we commit to doing our work.

The development of a Strategic Plan has been a priority for City Council and the City Manager, to serve as a singular, guiding document that aligns with the City’s Comprehensive Plan, program-based budget, Home Rule Charter and other planning documents to reflect one unified vision for the organization. Existing plans are still relevant, and will continue to provide direction in key areas of our work.

In addition, the City of Louisville continues to move forward with its program-based budget structure, which includes program areas with specific goals, and sub-programs with detailed objectives. Our progress in meeting these goals and objectives are measured on an annual basis through our Key Performance Indicators (KPIs), and the Strategic Plan reflects how our Priority Initiatives are aligned with these program areas. In essence, the program/sub-program areas reflect all the work of the City that’s performed on a day to day basis, the Priority Initiatives reflect those high-priority efforts that represent an increased financial and resource investment over a period of time, and the Strategic Plan reflects how we do our work.

Thank you for reading this document. We hope it will quickly become a useful tool that becomes an integral part of our organizational operations, and which also will serve to inform our residents about the work we do.

Vision

The City of Louisville – dedicated to providing a vibrant, healthy community with the best small town atmosphere.

Mission

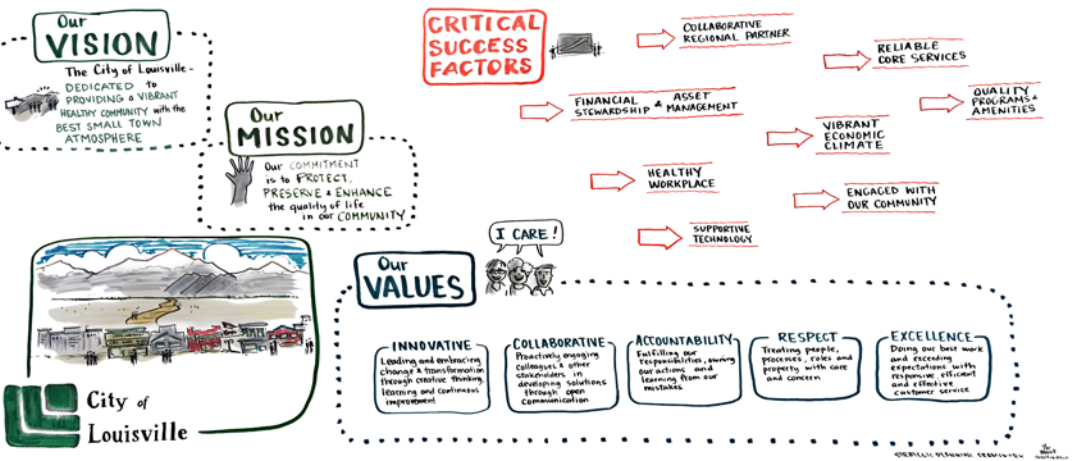
Our commitment is to protect, preserve, and enhance the quality of life in our community.

Values

- Innovation**
Leading and embracing change and transformation through creative thinking, learning, and continuous improvement.
- Collaboration**
Proactively engaging colleagues and other stakeholders in developing solutions through open communication.
- Accountability**
Fulfilling our responsibilities, owning our actions, and learning from our mistakes.
- Respect**
Treating people, processes, roles, and property with care and concern.
- Excellence**
Doing our best work and exceeding expectations with responsive, efficient, and effective customer service.

Critical Success Factors

 Financial Stewardship and Asset Management	 Reliable Core Services
 Vibrant Economic Climate	 Quality Programs and Amenities
 Engaged Community	 Healthy Workforce
 Supportive Technology	 Collaborative Regional Partner



Critical Success Factors and 2019 – 2020 Priority Initiatives



Financial Stewardship and Asset Management

The City of Louisville has established financial policies and internal controls to ensure financial sustainability and financial resiliency, and to safeguard the City’s assets. The City’s recurring revenues are sufficient to support desired service levels and proactively maintain critical infrastructure and facilities. The City practices long-term financial planning through a comprehensive budget process to proactively adjust for changes in financial forecasts. City employees are trusted stewards of the public’s money and assets.

2019 – 2020 Priority Initiatives:

- Review and update fiscal policies. (Administration & Support Services)*
- Review finances, fees, and budgets to ensure sound financial structure and fiscal sustainability for the new Recreation Center Fund and Golf Fund. (Administration & Support Services, Recreation)
- Continue implementation of the City’s enterprise resource planning (ERP) system, including the implementation of utility billing and electronic time sheets. (Administration & Support Services)



Reliable Core Services

Louisville is a safe community that takes comfort in knowing core services, such as police, roads, water and basic maintenance, are fair, effective, consistent, and reliable. Excellent customer service is provided in the delivery of all City services. The City is prepared for emergencies and offers residents peace of mind knowing basic municipal services are planned for and carried out.

2019 – 2020 Priority Initiatives:

- Complete the City’s Transportation Master Plan and identify and implement key investments that will improve the City’s transportation infrastructure. (Transportation, Community Design)
- Complete infrastructure improvements outlined in the Capital Improvement Plan, including Citywide paving management upgrades, new water treatment pump station replacing Sid Copeland, and water and sewer line replacement. (Transportation, Utilities)
- Increase efforts to improve the City’s medians and landscaping infrastructure, including forestry resources. (Parks, Transportation)
- Complete renovations at the Police Department facility to expand the City’s Emergency Operations Center. (Public Safety & Justice)



Vibrant Economic Climate

Louisville promotes a thriving business climate that provides job opportunities, facilitates investment, and produces reliable revenue to support City services. Our unique assets enhance the City’s competitive advantage to attract new enterprises, and Louisville is a place people and businesses want to call home.

2019 – 2020 Priority Initiatives:

- Implement recommendations from the McCaslin Area Market Study to support redevelopment within the area. (Economic Prosperity, Community Design)
- Develop a plan to increase proactive retail recruitment for the City of Louisville. (Economic Prosperity)



Quality Programs and Amenities

Excellent programs and amenities sustain the unique experience of living in Louisville. The community enjoys quality facilities and public spaces as well as cultural and educational services that reflect our heritage and are accessible for all. Program performance is evaluated on a regular basis. Opportunities exist to support a healthy mind, healthy body, and healthy community.

2019 – 2020 Priority Initiatives:

- Transition Recreation and Senior Center programming and services to reflect the increased demand associated with the newly expanded facility. (Recreation)
- Complete upgrades to two City playgrounds, and infield improvements at the Louisville Sports Complex. (Parks, Recreation)
- Increase natural resource management activities on City Open Space with the addition of new natural resources staff, including improving native vegetation, increasing weed control, and evaluating the effectiveness of management efforts. (Open Space and Trails)
- Increase programming and hours at the Louisville Historical Museum, and increase program marketing and outreach to grow attendance and participation in all City cultural events. (Cultural Services)

*The City of Louisville has a program based budget and Key Performance Indicators that reflect progress on all program goals. This denotes the program area with which these priority initiatives are associated.



Engaged Community

Louisville residents are informed, involved, engaged, and inspired to be active in community life. The City provides formal and informal opportunities to participate in civic life and transparently shares information using a variety of efficient and accessible approaches.

2019 – 2020 Priority Initiatives:

- Further develop the City’s public information and involvement program through additional staffing and resources. (Administration & Support Services)
- Increase transparency around the City’s budget, Strategic Plan, and budget program goals through dashboards and other reporting tools. (Administration & Support Services)
- Explore new technology and engagement tools (i.e. mobile application, engagement platform, etc.) to ensure accessible participation for all members of the community. (Administration & Support Services)

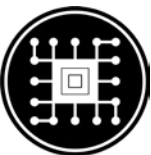


Healthy Workforce

Louisville employees are high-performing public servants characterized as dedicated, engaged self-starters who embody established organizational values and excel in their roles and responsibilities. The City is a healthy workplace that provides competitive compensation and benefits and offers professional development and lifelong learning opportunities for its employees. City employees know they are valued, and they are recognized and rewarded for excellence. Louisville is a place where employees can have a voice in decisions, so collective success is ensured.

2019 – 2020 Priority Initiatives:

- Leverage additional staffing and resources to develop an organizational development and training program that will support our culture of continuous learning, succession planning, and leadership development. (Administration & Support Services)
- Develop a workplace culture initiative that promotes the organizational culture of I CARE and reflects the strategic plan. (Administration & Support Services)



Supportive Technology

Louisville utilizes stable, proven, and relevant technology to enhance and automate City services and to improve the overall customer experience when possible. The use of technology allows the City to make decisions based on accurate and supportable datasets. Supportive technology fosters a culture of learning and innovation.

2019 – 2020 Priority Initiatives:

- Develop a plan for completion of the City’s middle-mile fiber network. (Administration & Support Services)
- Utilize additional staffing resources to support data-driven decision-making by training staff to fully leverage technology systems by accessing available data. (Administration & Support Services)
- Implement and build upon existing technology applications and systems that will enhance City services, including Police Department Records Management, Laserfiche records retention, Planning Department Energov, Recreation Center RecTrak, GIS, and other system upgrades. (Administration & Support Services, Public Safety & Justice, Community Design, Recreation)



Collaborative Regional Partner

Louisville is recognized as a regional leader on collaborative issues that cross jurisdictional lines. The City partners with neighboring communities to solve regional problems and to further leverage resources. Louisville cultivates and maintains strong relationships with regional entities and organizations, leads and participates in collective efforts to address issues of mutual interest, and shares ideas and best practices to improve services.

2019 – 2020 Priority Initiatives:

- Work with regional partners to develop approaches to address transportation funding needs. (Administration & Support Services, Transportation)
- Strengthen relationships with local schools and school district. (Administration & Support Services)
- Consider shared service opportunities with neighboring municipalities. (Administration & Support Services)



City of Louisville Programs, Goals and Sub-Programs			
Programs	Goals	Sub-Programs	Sub-Program Objectives
Transportation	A safe, well-maintained, effective and efficient multi-modal transportation system at a reasonable cost.	Planning and Engineering	Design infrastructure to adopted standards that meets the transportation needs of the City. Collaborate with partner agencies (RTD, CDOT) to ensure residents have adequate multimodal transportation options. Proactively redesign the street network as regulations and technology change our transportation needs over time.
		Transportation Infrastructure Maintenance	Conserve natural resources by maintaining streets cost-effectively before they reach a point of rapid failure. To ensure a high quality of life and to provide services equitably, no street will be in poor condition. Streets and intersections are monitored, maintained, and adequately lit to move people, bikes and cars safely and efficiently. All arterial and collector streets have marked bicycle lanes. All streets have well maintained sidewalks.
		Streetscapes	Safe, visually appealing, appropriately lit and inviting streets, sidewalks and publicly-owned areas adjacent to streets and sidewalks.
		Snow & Ice Removal	Safe traveling conditions for pedestrians and motorists; cost effective snow and ice control services; assist Police, Fire and Emergency Medical Services in fulfilling their duties; safe, passable streets, school bus routes and hard surface trails; safe access to City facilities; and snow cleared within 24 hours from sidewalks that are the City's responsibility.
		Public Works Administration	
Community Design	Sustain an inclusive, family-friendly community with a small-town atmosphere; effective and efficient building services; and effective preservation of the City's historic structures through a voluntary system.	Community Design	A well-connected and safe community that is easy for all people to walk, bike, or drive in. Neighborhoods that are rated highly by residents and thriving commercial areas. An open and inclusive long-range planning process with significant public participation.
		Development Review	Review development applications and enforce the building, zoning and subdivision laws of the city to promote public health, safety, comfort, convenience, prosperity, general welfare and consumer protection.
		Historic Preservation	Provide incentives to preserve the historic character of old town to encourage the promotion and preservation of Louisville's history and cultural heritage. Provide incentives and processes to preserve historic buildings.
Economic Prosperity	Promote a thriving business climate that provides job opportunities, facilitates investment and produces reliable revenue to support City services.	Business Retention and Development	Maintain positive business relationships throughout the community and assist property owners, brokers, and companies in finding locations and/ or constructing new buildings in the City. Attract and retain a diverse mix of businesses that provide good employment opportunities for Louisville residents.

City of Louisville

Comprehensive Plan

Suburban

Urban

Rural

Suburban

Urban

Rural

S

Marshall Road

Boulder Turnpike
(US 36)

McCallin
Blvd.



Adopted
May 7, 2013
Resolution 18, Series 2013

2013



 **City of
Louisville**
COLORADO • SINCE 1878



“Whatever you can do or dream, you can begin it.
Boldness has genius, power, and magic. Begin it now.”

- Johann Wolfgang Von Goethe

Acknowledgements

CITY COUNCIL

Bob Muckle - Mayor
Hank Dalton - Mayor- Pro Tem (Ward 3)
Emily Jasiak - (Ward 1)
Jay Keany - (Ward 1)
Susan Loo - (Ward 2)
Frost Yarnell - (Ward 2)
Ron Sackett - (Ward 3)

PLANNING COMMISSION

Jeffrey Lipton - Chairman
Chris Pritchard - Vice Chairman
Ann O’Connell - Secretary
Cary Tengler
Jeff Moline
Scott Russell
Steven Brauneis

CITY BOARDS AND COMMISSIONS

Board of Adjustment
Building Code Board of Appeals
Business Retention & Development Committee
Cultural Council
Finance Committee
Golf Course Advisory Board
Historic Preservation Commission
Historical Commission
Horticultural & Forestry Advisory Board
Housing Authority
Library Board of Trustees
Local Licensing Authority
Open Space Advisory Board
Revitalization Commission
Sustainability Advisory Board
Youth Advisory Board

INTEREST GROUPS

Louisville Chamber of Commerce
Downtown Business Association
Centennial Valley Business Association
Colorado Technology Center Metropolitan District
Citizens Action Committee
Centennial Heights West HOA

PLANNING AND BUILDING SAFETY DEPARTMENT

Troy Russ, Planning and Building Safety Director
Ken Swanson, Chief Building Offical
Sean McCartney, Principal Planner
Gavin McMillan, Planner III - Project Manager
Scott Robinson, Planner I
Jolene Schwertfeger, Senior Administrative Assistant

CITY STAFF

Malcolm Fleming, City Manager
Heather Balser, Assistant City Manager
Meredyth Muth, Public Relations Manager
Kevin Watson, Finance Director
Beth Barrett, Library Director
Bruce Goodman, Chief of Police
Joe Stevens, Parks and Recreation Director
Kurt Kowar, Public Works Director
Aaron DeJong, Economic Development Director

CONSULTANTS

TischlerBise, Inc.
MindMixer, Inc.
MIG, Inc.
Northline GIS, Inc.
Edward DeCroce





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Introduction

Louisville, Colorado from its beginnings as a mining town in 1878 to today has become one of the most livable small towns in the United States. Louisville’s evolution will continue to be influenced by changes in environmental factors; economic conditions; social and demographic profiles; and physical influences (i.e. US 36 changes) occurring in Louisville, neighboring jurisdictions and the greater Denver metropolitan region.

Clearly, the City’s leaders, residents, property owners, and businesses have done an exceptional job. The positive results of the City’s Citizen Survey place Louisville in the highest echelon of municipalities in the United States for citizen satisfaction. However, cities and their environments do not remain static and Louisville’s opportunities and challenges in maintaining a high quality of life are continually evolving and transforming.

Purpose
The Comprehensive Plan is the City’s tool intended to guide, integrate and align governing regulations, infra-

structure investments, and City services with community values, needs and civic priorities. Louisville’s Comprehensive Plan provides the citizens a voice in envisioning and guiding the City’s continual evolution.

The Comprehensive Plan is the official statement of the City’s Vision and corresponding Core Community Values. The policies contained within the Plan cover a broad range of subject matter related to the long-range (20 year) physical growth of the City. Nine elements function to complement each other in directing future policy decisions towards implementing the Community’s Vision and preserving vital community attributes and service levels. These include:

- 1. Community Form, Character, and Urban Design
- 2. Neighborhoods and Housing
- 3. Transportation, Mobility, and Accessibility
- 4. Community Heritage
- 5. Parks, Recreation, Trails and Open Space (reference Parks Recreation Open Space and Trails

- 6. Master Plan (PROST -2011))
- 7. Municipal Infrastructure
- 8. Energy
- 9. Community Services
- 10. The Economy and Fiscal Health

Background

Louisville’s first Comprehensive Plan was adopted in 1973 when the City had only 2,600 residents, and was then updated in 1975. New Comprehensive Plans were adopted in 1983 (updated in 1989) and 2005 (updated in 2009). The 2012 Comprehensive Plan update will further strengthen the Comprehensive Plan in two key ways:

1) Better meet today’s unique challenges that were not factors in 2005 and 2009.

Several conditions that influence the City’s ability to implement the Community’s Vision have changed, or emerged. These conditions include:

a. **Redevelopment vs. new development** – The General Development Plan (GDP) approval for Phillips 66 and the Planned Unit Development (PUD) approval of North End and Steel Ranch entitle the City’s last large vacant parcels for development. Future change in Louisville will come almost exclusively in the form of redevelopment. Previous Comprehensive Plans noted the shift in growth patterns; but, they did not provide the necessary tools for the community to adequately review, discuss, and respond to inevitable future infill development requests.

Development issues and concerns of an expanding greenfield community are quite different than those of a redeveloping infill community. Louisville’s previous policies generally align with those of an expanding greenfield community. Previous policies focused on measuring, accommodating and mitigating the impact of new development on the capacity of the City’s infrastructure, services and quality of life.

In a redeveloping infill community, the capacity of community infrastructure and services is still a concern. However, efficiency—the ability to achieve economies of scale by using existing infrastructure to serve existing

customers at a lower unit cost to each customer—also becomes a consideration. Because infill development can positively or negatively affect existing land uses, understanding how the design, physical character and other aspects of an infill project affect the adjacent neighbors and the City as a whole is critical to determining how the project will impact the existing quality of life.

This Comprehensive Plan provides not only the flexibility and guidance to address redevelopment in the HWY 42 Revitalization District and Downtown, but throughout the City as well. The Plan provides clear policies to guide redevelopment as the McCaslin Boulevard and South Boulder Road corridors age and as infill residential rehabilitation pressures continue to increase in all established residential neighborhoods.

b. **Regional traffic and City transportation policy** – As new development continues in surrounding jurisdictions, Louisville will experience a decreasing share of local traffic on its street network. Future transportation investments in the City will be challenged to accommodate demands for regional traffic mobility and at the same time address livability and economic viability concerns within Louisville.

Louisville’s transportation policies and regulations were designed for an expanding community, and do not adequately address the realities of a landlocked and redeveloping City. The City’s transportation regulations have begun to shift away from a focus on regional mobility concerns designed to accommodate vehicular traffic, roadway capacity, and safety features for higher speed environments. Louisville’s new transportation priorities will be aligned with multimodal transportation, roadway efficiency, property access, and safety features for slower speed environments.

This Comprehensive Plan recognizes the inherent conflicts between regional mobility needs, local property access and quality of life requirements, and aims to provide a balance between community and transportation policies which effectively guide future investments within Louisville.

Please circle the number that comes closest to your opinion about the quality of life in Louisville:	Excellent	Good	Fair	Poor	Total	National comparison	Front Range comparison
How do you rate Louisville as a place to live?	78%	20%	2%	0%	100%	Much above	Much above
How do you rate Louisville as a place to raise children?	77%	20%	2%	0%	100%	Much above	Much above
How do you rate the overall quality of life in Louisville?	67%	30%	2%	0%	100%	Much above	Much above
How do you rate your neighborhood as a place to live?	62%	33%	5%	0%	100%	Much above	Much above
How do you rate Louisville as a place to retire?	51%	35%	11%	3%	100%	Much above	Much above
How do you rate Louisville as a place to work?	37%	37%	19%	7%	100%	Much above	Much above

* Source – City of Louisville Citizen Survey – May 2012



c. **The economy and realities of retail growth** – The downturn in the economy since 2008 and the new realities of regional retail competition, access/visibility of retail sites and new retailing practices require more community based approach to economic development and future sales tax revenues.

Revenue generating regional retail development has moved into adjacent communities of Broomfield, Superior, and Lafayette. Future retail growth trends suggest a continued consolidation and shift in retail away from Louisville, particularly toward communities along the US 36 and the I-25 North corridor. The McCaslin Boulevard Corridor south of Cherry Street remains attractive to regional retail opportunities. However, the form of regional retail has changed significantly since the early 1990s and the original Centennial Valley development approval.

This Comprehensive Plan addresses the evolving pattern of regional retail opportunities near US 36 and the general shifting of regional retail opportunities to formulate guiding policies which ensure the City’s future fiscal and economic health.

d. **Neighborhood issues and concerns** – Previous Comprehensive Plans have been silent on neighborhood issues and concerns. The City’s residential housing stock is aging and rehabilitation issues within residential areas challenge City resources on a daily basis.

Outside of the Old Town Overlay District, the City’s residential areas are governed by independent planned unit developments (PUDs). While these PUDs are comprehensive, they are not equipped to assist the City in providing coherent neighborhood plans and strategies for issues such as: housing rehabilitation, cut-through traffic, safe routes to school, aging infrastructure, and monitoring and maintenance of community services.

This Comprehensive Plan outlines a new city-wide neighborhood planning policy with specific planning areas to ensure proper attention is given to the City’s unique and diverse neighborhoods.

2) Better clarify the Community’s Vision in terms of community character and physical design to provide the public and staff with a common language and tools to review and discuss redevelopment requests

The City of Louisville is a diverse community with a number of unique character areas. Other than Downtown and Old Town, the previous Comprehensive Plans did not identify, differentiate, or celebrate, these unique character areas as they relate to the Community Vision.

Clearly, South Boulder Road and its proximity to adjacent land uses are very different than Centennial Valley and its adjacent land uses. The neighborhoods near Davidson Mesa are different from those near Fireside Elementary. The Comprehensive Plan now clarifies and celebrates the differences and outlines policies which guide recommended changes in the Louisville Municipal Code (LMC) that will regulate the form of buildings and community character in each of Louisville’s neighborhoods and different commercial districts.

How to Use this Plan

The Comprehensive Plan is a conceptual guide to review and take action on land use initiatives in the City of Louisville. The document is divided into five sections.

- The first section, the Process, describes the public involvement and community outreach efforts used to generate the Comprehensive Plan.
- The second section, the Planning Context, describes the current conditions of the City along with the key trends and challenges facing the City.
- Sections 3 and 4, the Vision Statement and Core Community Values and the Framework, identify the Community Vision, a Conceptual Land Use Framework and specific policies for the structural elements of the Comprehensive Plan.
- The final section of the document, **Policy Alignment and Implementation**, outlines the City’s administration and implementation of the Comprehensive Plan.

It is important to note that the Comprehensive Plan is not regulatory. It is an advisory document. Since the Comprehensive Plan does not have the force of law, the City must rely on other regulatory measures to implement the Comprehensive Plan. The Louisville Municipal Code (LMC) is the primary regulatory tool available to the City. Specifically, Buildings and Construction (Chapter 15), the Louisville Subdivision (Chapter 16) and Zoning Ordinances as adopted (Chapter 17) and the zoning map of the City. Additional documents include Small Area Plans, Neighborhood Plans, the Annual Operating and Capital Budget and the Capital Improvement Program.

The LMC chapters on Buildings and Construction, Subdivision, Zoning ordinances, along with the official zoning map control the allowed uses of land as well as preservation and construction requirements and design and bulk standards. The official zoning map reflects a number of zone districts which govern where uses by right and uses by special review may be located. The Subdivision and Zoning ordinances should correspond to the goals and policies of the Comprehensive Plan to ensure that incremental development decisions reflect the Community Vision. All land use applications are reviewed for conformance with the Louisville Municipal Code. All annexations and rezonings are reviewed for conformance with the Louisville Municipal Code and conceptual consistency with the Comprehensive Plan.

The Framework Plan is a map which reflects preferred land use patterns and community character zones for specific geographical areas. The designations are illustrative and are not intended to depict specific uses, densities, or yard and bulk standards for parcel specific locations.

Uses, densities, and yard and bulk standards for individual parcels are conceptual and will be refined in small area and neighborhood plans and implemented through changes to the Louisville Municipal Code.

Louisville Municipal Code Section 17.62.050 (Time for review) states “A review and updating of the comprehensive plan shall occur at least every four years. Ad-

ditional reviews of the comprehensive plan may occur more often as necessary”. A Plan review provides the City an opportunity to update the Community Vision and Core Community Values Principles and Policies. Based on this principle, the next review of the Plan shall occur in 2017.

The Process

The process of drafting this Comprehensive Plan represents the results of the collaborative efforts of community stakeholders: residents, business owners and operators, public and private organizations in the City, as well as the City Council, Planning Commission, and all of the City’s Citizen boards and commissions. This Comprehensive Plan Update was developed by City staff following a five-phase process of Desire, Discovery, Design, Discussion, and Documentation.

The first phase of work, **Desire**, focused on updating the City’s Vision Statement and corresponding Core Community Values to guide the entire process. The second phase, **Discovery**, allowed City staff and its consultants to discover the functioning of the community, its economic variables, physical characteristics, and regulatory framework. The third phase, **Design**, brought the Planning Team and the community together to draft specific alternative physical framework options for consideration. The fourth phase of work, **Discussion**, allowed City staff to test and refine each alternative and facilitate a community dialog to identify a preferred framework plan which best represents the City’s Vision

Statement and Core Community Values. The last phase, **Documentation**, allowed City staff to finalize the document and outline specific implementation strategies.

Outreach

The City utilized an extensive community outreach process for the Comprehensive Plan. Staff participated in and facilitated over 60 public meetings along with a continuous on-line discussion through the www.EnvisionLouisvilleCO.com web-site with over 160 participants. The complete outreach effort involved over 500 participants and specifically included:

Envision Louisville CO – Interactive Website - The City engaged MindMixer, an Omaha, NE firm, to develop, support and maintain a website capable of hosting web-based town hall meetings promoting an exchange of information and ideas related to the 2012 Comprehensive Plan Update. Over one hundred sixty (160) participated in the on-line discussions.

The first 90 days of the on-line discussions focused exclusively on the Louisville Vision Statement and the

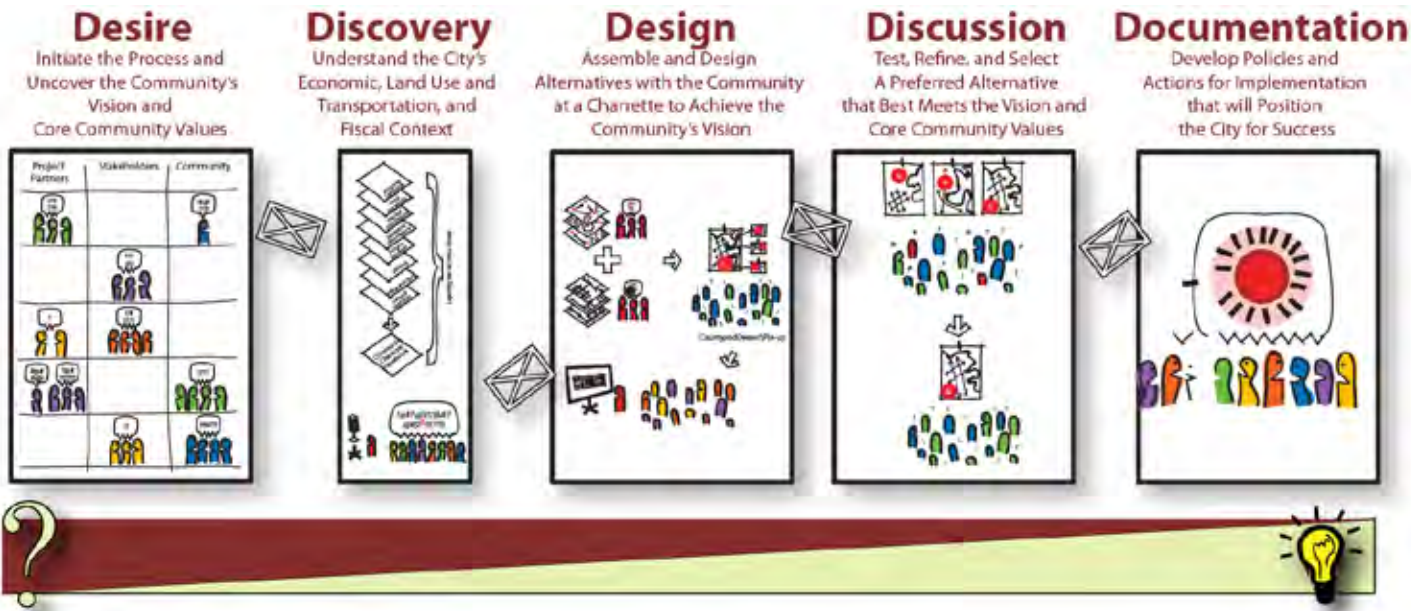
Community Core Values. The second 90 days focused on the Framework Plan and concerns related to specific areas within the City. The final 90 days of conversations related to the drafting of specific elements within the Comprehensive Plan. This simple platform generated a broad audience, a more inclusive dialog and effective community participation.

Community Design Charrette & Public Meetings - A series of public meetings and workshops were held to engage the community on key decision points. The public meeting process included:

Public Kick-off - Vision Statement and Core Community Values Meeting – March, 2012 (DESIRE) - A public kick-off meeting was held as an introduction of the planning process and included a “post-it” note exercise to gather public ideas and input related to the City’s Vision Statement and Core Community Values. During the exercise attendees were asked to write down what they value the most in the City.

Community Design Charrette and Open House – August 27-30, 2012 (DESIGN) - A four-day design workshop was organized as a series of meetings and presentations open to the public to develop and refine alternative Framework Plans which would guide the City’s growth for the next 20-years. The charrette started with a public presentation and round table discussions. The discussions were designed to facilitate the public in generating alternative Framework Plans. The second day of the charrette was open to the public and concluded with an evening public meeting which allowed the public to refine specific Framework Plan alternatives generated the first night. Day three was open to the public as alternative Framework Plan options were presented to and refined by the City’s senior management team. The charrette concluded on the fourth day with a public presentation, where the results of the four-day effort were presented and a community dialog was initiated to identify a preferred 20-year framework Plan for the City’s Comprehensive Plan.

Public Meeting - October, 2012 (DESIRE & DISCOVERY) - A final public meeting presented the four refined



Framework Plan options generated during the design charrette. Specific impacts associated with each alternative were presented and discussed. A community dot exercise was conducted to facilitate community feedback on a preferred alternative.

City Board and Commission Meetings (DESIRE & DISCOVERY) – The Comprehensive Planning effort included two rounds of public meetings with each of the City’s sixteen Citizen boards and commissions. The meetings were organized with the Desire and Discovery Phases of work. The first round of meeting focused on the modification and creation of the City’s Vision Statement and Core Community Values. The second round of meetings focused on the alternative Framework Plan options generated during the Community Design Charrette.

Special Meetings (DESIRE & DISCOVERY) – Concurrent with the meetings conducted with the City’s boards and commission, Planning Staff facilitated two rounds of meetings with specific stakeholder and interest groups. The meetings were organized with the Desire and Discovery phases of work. The first round of meeting focused on the modification and creation of the City’s Vision Statement and Core Community Values. The second round of meeting focused on the physical Framework Plan options generated during the Community Design Charrette. These meetings included presentations and discussions with the Louisville Chamber of Commerce, the Downtown Business Association (DBA), the McCaslin Business Association, The Colorado Technology Center Business Association, Koelbel Properties, and Citizen Action Committee.

City Council and Planning Commission Study Sessions and Meetings (DOCUMENTATION) – Fourteen Study Sessions or Public Hearings were conducted with the Louisville Planning Commission and City Council. Five items were forwarded to the Planning Commission and City Council. Each item represented key decisions in the generation of the 2012 Comprehensive Plan. After the project scoping, the first item brought to the Planning Commission and City Council was the City’s updated Vision Statement and corresponding Core Community

Values for endorsement. Following the Community Design Charrette staff forwarded a recommendation of the Community Framework Plan for endorsement.

The Draft Plan was reviewed by the Planning Commission in two study sessions and the Final document was forwarded to City Council and approved by Resolution 18, Series 2013



The Planning Context

A QUICK HISTORY

Louisville was founded on October 24, 1878, when Louis Nawatny, a manager for the Welch mining operations, laid out a town site near the newly opened coal field and named it after himself. The new settlement was stimulated by the railroad and depended upon it to transport coal. Mining for coal was the genesis for many of the towns in eastern Boulder County.

Louisville grew vigorously with the rapid industrialization of the area’s mines. In the wake of a post-Civil War migration, the town’s first settlers came from such places as the United States, the United Kingdom, Austria, and Germany, among others. Later, in the 1890s, Italian and Eastern European immigrants, in search of mining work, began populating the area. By 1911, eleven additional residential subdivisions were added to original Louisville. The layout of the town and its population of roughly 2,000 would remain unchanged for several decades. Most houses were small, wood frame structures, with tidy yards, vegetable gardens and space to raise chickens and rabbits in the back.

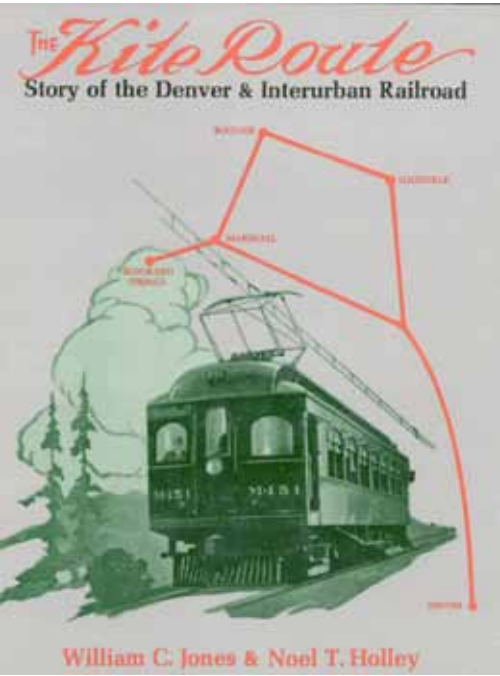
Despite the ethnic differences among groups, most residents lived in harmony. Louisville was homogeneous in that nearly everyone was similarly situated in economic terms. Mining for coal didn’t make miners rich, but one could make enough to support a family if one lived modestly. Given the modest incomes, people made do with what they had. Even houses were relocated to where they could be put to better use.

Saloons and billiard halls assumed a very important role in the community. The town boasted an amazing number of drinking establishments, which acted as meeting, eating, sleeping, and relaxing spots. Since Louisville’s bars catered to the rough-and-tumble mining crowd, they were restricted by town ordinance to Front Street. By 1908, at least thirteen saloons were in operation along three blocks of Front Street.

The “Denver & Interurban Rail Road.” or “The Kite Route” began serving Louisville with electric transportation in 1908. It brought fast, clean, quiet, efficient trans-



City of Louisville - Land Use and Transportation: 1878 to 1909



portation to the town. The Interurban system was established between Boulder and Denver, including a single stop in Louisville. Operations ended in 1926 because of competition from busses and cars.

After World War I, U.S. mines began to close. Simply, the industry found itself with too much supply. Rising competition from other fuels further threatened the coal industry. Coal and railroad revenues further declined with the construction of a natural gas pipeline from Texas to Denver in 1928 and with the gaining popularity of the automobile.

As the last mines were closing in the 1940s and 1950s, Louisville experienced a critical transition. Although the mine closures were a dreaded occurrence, it was only with the end of the coal mining era that Louisville was able to evolve into a modern city. Voters in 1951 approved a bond issue to fund a sewage system, bringing an end to the use of outhouses, and the town paved its streets. The last mine closed in 1955. The Rocky Flats Nuclear Weapons Facility, southwest of Louisville, and other new technology industries, became the area’s new primary employers. StorageTek would become a major employer starting in the 1970s.

In 1962, Louisville became a City of Second Class, as defined by the state, having exceeded the state’s 2,500 population limit for towns. Modern subdivisions began to be added and the population grew to 19,400. An emphasis on commercial growth along McCaslin Boulevard and South Boulder Road led to many of the historic buildings downtown being left intact.

In 1978, Louisville celebrated the 100th anniversary of its founding with a year of activities, a proclamation from the Governor, a special Labor Day parade, and a commemorative medal. The reflection by many on the community’s history led to the establishment of the Louisville Historical Commission in 1979 and the opening of the city-owned Louisville Historical Museum. Twelve Louisville structures were selected to be listed on the National and State Registers of Historic Places. Louisville became a Home Rule City in 2001.



City of Louisville - Land Use and Transportation: 1910 to 2012



The Planning Context

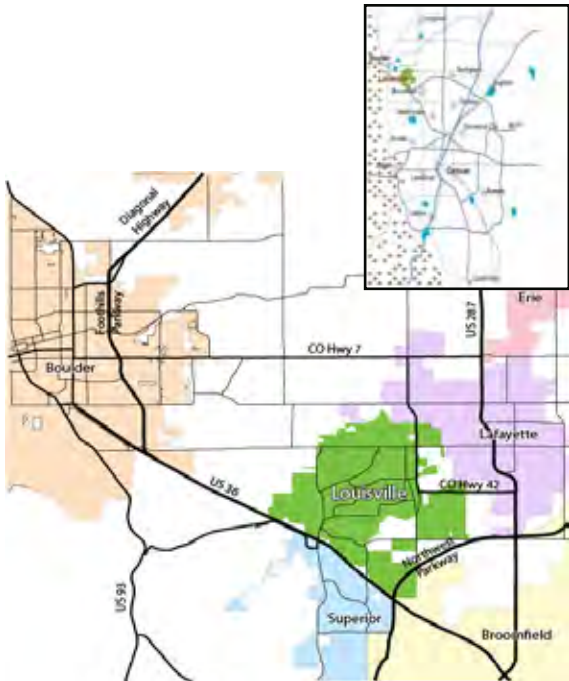
Preserving the past is important to the residents of Louisville. The Louisville Historic Preservation Commission was established in 2002 and a historic preservation ordinance was approved in 2005. Voters in 2008 approved an increase in sales tax for the creation of the Louisville Historic Preservation Fund.

Parks and Open Spaces are also critical components to the desirability of Louisville. The City manages approximately 2,000 acres of open lands. These lands provide visual buffers between local municipalities, support many species of wildlife and diverse plant communities, provide recreational activities through an extensive trail network, and allow agricultural backdrop by maintaining private farming activities in rural areas. The Louisville Open Space Advisory Board was established in 2000. Voters in 2002 and again in 2012 established and continued an increase in the sales tax to fund acquisition, development, and maintenance of parks and open spaces.

Louisville began to achieve national recognition for being among the best places to live in the 2000’s. Money Magazine, in its biennial listings of the Best Places to Live in the United States for smaller towns and cities, listed Louisville, Colorado as #5 in 2005; #3 in 2007; and #1 in both 2009 and 2011. Bert Sperling’s 2006 book Best Places to Raise Your Family: Experts Choose 100 Top Communities That You Can Afford listed Louisville as the “best of the best” at #1. In 2012, Family Circle magazine placed Louisville among the top ten “Best Towns for Families” based on a survey of 3,335 municipalities with populations ranging from 11,000 to 150,000.

THE CONTEXT

Louisville is now a city of approximately 18,400 people and is roughly 8.0 square miles in size. Louisville is located in southeastern Boulder County, about 6 miles east of the City of Boulder and 19 miles northwest of Denver. US Highway 36 forms the southwest border of Louisville, and the Northwest Parkway runs adjacent to the southeast corner of the City, connecting Louisville to US Interstate 25 (I-25). The Interlocken Business Park and the Rocky Mountain Metropolitan Airport



are located southeast of the City of Louisville along US Highway 36. The City of Louisville lost population since the 2000 census because of an aging population and an overall reduction in average household sizes.

Many physical, social, economic and political elements influence Louisville’s continued evolution. This section of the Comprehensive Plan describes the basic elements which influence Louisville’s current form and physical character as well as what elements are expected to influence the City’s evolution over the next 20 years.

The description of these planning elements will be city-wide and divided into six primary areas: Natural Environment, Demographic Conditions, Built Environment, Circulation System, Land Uses, and Market Opportunities. The Planning Context will conclude with key findings, along with an identification of where Louisville is expected to experience change and extended stability over the next 20 years.

Demographics

Staff and the consultant team performed a baseline demographic and economic profile to identify factors which will influence future market conditions and

economic opportunities for the City of Louisville over the next 20 years. This is a summary of a more comprehensive analysis. A complete demographic analysis is documented under separate title and is included as an appendix to the Comprehensive Plan.

The demographic analysis used a regional approach to include the characteristics of households and employment opportunities within commuting distances of Louisville. For comparison purposes and broader geographic context, Boulder County and the State of Colorado are profiled as primary peer geographies. Where appropriate, the cities of Lafayette, Superior, Broomfield and Denver are profiled as secondary geographies.

Population and Households

The City of Louisville actually saw a decrease in its population from 2000 to 2010. However, Boulder County experienced a 1.1% increase, compared to a 9.7% increase for the nation over the same period. The cities of Superior and Broomfield saw astounding population and household increases from 2000 to 2010. The state experienced relatively robust increases in population of 13.6% and households of 15.6%.

Despite a decline in population, the number of households in Louisville increased 5.1% over the decade. This dichotomy occurred in large measure due to the 8% decrease in average household size throughout the City.

Race and Ethnicity

The majority of the population of Louisville is white (86%), with those of Hispanic origin making up the second largest group (7%). Louisville has a higher percent-

age of white residents than Boulder County as a whole (79%) and much higher than the Denver metro area average (52%).

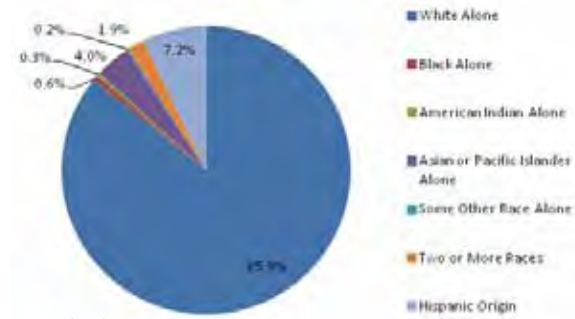
Age Levels

The median age of Louisville’s residents is higher than that of the peer geographies. This aging population corresponds to smaller household sizes as children leave the household. Louisville’s median age falls within the 25-55 age bracket, which comprises the majority of the employed population. The lowest 2010 median age among peer geographies is 31.7, in the City of Superior.

	2000	2010	Change
City of Louisville	35.8	38.9	8.7%
City of Lafayette	33.8	37.0	9.5%
City of Superior	30.6	31.7	3.6%
City of Broomfield	33.8	36.7	8.6%
Boulder County	33.5	35.3	5.4%
City of Denver	33.1	33.7	1.8%
State of Colorado	34.4	35.8	4.1%

Source: US Census

Median Age



Race and Ethnicity

Population and Households

Jurisdiction	Population			Households			Avg. HH Size		
	2000	2010	Change	2000	2010	Change	2000	2010	Change
City of Louisville	18,868	18,376	-2.6%	7,165	7,529	5.1%	2.62	2.41	-8.0%
City of Lafayette	23,197	24,453	5.4%	8,844	9,632	8.9%	2.54	2.62	3.1%
City of Superior	9,011	12,483	38.5%	3,381	4,496	33.0%	2.67	2.78	4.1%
City of Broomfield	38,272	55,889	46.0%	13,833	21,414	54.8%	2.77	2.60	-6.1%
Boulder County	291,288	294,567	1.1%	114,793	117,629	2.5%	2.45	2.44	-0.4%
City of Denver	554,636	600,158	8.2%	251,435	263,107	4.6%	2.27	2.22	-2.2%
State of Colorado	4,301,261	4,887,061	13.6%	1,659,308	1,918,959	15.6%	2.53	2.49	-1.6%

Source: US Census

The Planning Context

Household Income

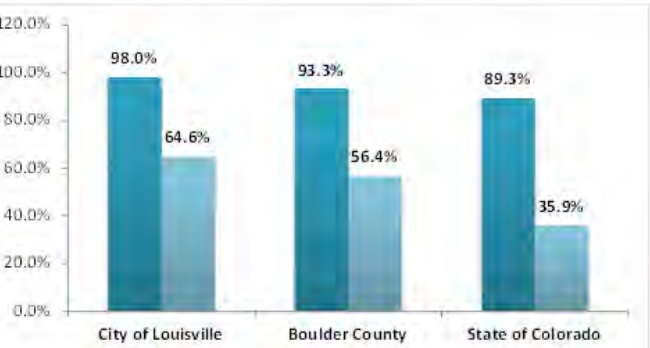
Residents of Louisville enjoy a level of household income nearly 25 percent higher than the median Boulder County income and approximately 44 percent higher than the state’s median income, based on 2010 median household income. The highest median household income among peer jurisdictions in 2010 is the City of Superior, at \$96,130.



Median Income

Educational Attainment

Louisville’s population is very well-educated relative to nearby populations, with approximately 64 percent of the population achieving bachelor’s degrees or higher, compared to 56 percent in the County and 36 percent in the State. The percentage of high school graduates is also higher, at 98 percent in Louisville compared to 93 percent and 89 percent in the County and State, respectively. A highly-educated workforce is a key element to attracting and retaining high technology industries and advanced professional employers, as well as diversifying the economic base of an area.



Educational Attainment

Employed Population

Louisville’s generally well educated employed population over 16 years of age is comprised of 81 percent white collar workers, 11 percent service workers, and 7 percent blue collar workers. Over 22 percent of the white collar workers are employed in the management/business/financial sector, while the majority (36 percent) is in the professional sector.

Total	10,136
Management, business, science and arts occupations	60.1%
Service occupations	11.6%
Sales and office occupations	20.2%
Natural resources, construction and maintenance occupations	4.0%
Production, transportation, and material moving occupations	4.1%

Source: U.S. Census; TischlerBise

Employment Sectors

Inflow/Outflow Characteristics

Although Louisville had a net daily inflow of 1,023 workers in 2010, 92 percent of its 11,159 at-place employees commuted into their jobs from outside of the city. Conversely, 91 percent of Louisville’s employed workforce of 10,136 commuted to jobs outside of the city. Only 918, or 9 percent of Louisville’s workforce, lived and worked in Louisville.

Labor Market Size	Count	Share
Employed in the City of Louisville	11,159	100.0%
Living in the City of Louisville	10,136	90.8%
Net job inflow (+) or outflow (-)	1,023	

Labor Force Efficiency	Count	Share
Living in the City of Louisville	10,136	100.0%
Living and employed in Louisville	918	9.1%
Living in Louisville but employed outside	9,218	90.9%

Employment Efficiency	Count	Share
Employed in the City of Louisville	11,159	100.0%
Living and employed in Louisville	918	8.2%
Employed in Louisville but living outside	10,241	91.8%

Source: U.S. Census Bureau; OnTheMap Application; TischlerBise

Labor Inflow / Outflow

Existing Land Uses

Louisville’s geographic expansion is near completion. All first generation development has been planned and entitled for the City. Open space and inter-governmental agreements limit Louisville’s future expansion to the approximately 12 acres of the Alkonis Property in the

northeast portion of the City near the Steel Ranch Sub-division.

The principal land use in the community is residential low-density, encompassing approximately 26% of the City’s total land area. Open space is also a significant contributor to the City of Louisville’s physical form and quality of life. Approximately 26% of the City’s land area is dedicated to open space, parks, and public spaces.

Currently, nearly 20% of the City’s developable land remains vacant. Low-density residential land uses encompass 53% of the total built environment in the City (9 million square feet). The next largest built land uses are: industrial (13%); office (9%); various retailing land uses (8%).

Future growth in the City will focus on infill development. Louisville will now experience second-and-third generation development. Growth trends for the future have shifted from expansion to reinvestment, refurbishment, and redevelopment. Louisville’s building stock will continue to age and will require continued improvement and reinvestment to remain economically viable. In the residential land use categories, Louisville has a higher proportion of single family units to multifamily units than its surrounding geographies, at 78 percent compared to 71 percent in Boulder County and 72 percent in the State.

	City of Louisville		Boulder County		State of Colorado	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total housing units	7,814		125,768		2,176,600	
Occupied housing units	7,529	96.4%	117,629	93.5%	1,918,959	88.2%
Owner occupied	5,537	73.5%	75,189	63.9%	1,296,670	67.6%
Renter occupied	1,992	26.5%	42,440	36.1%	622,289	32.4%
Avg. HH size of owner occupied unit	2.67		2.51		2.57	
Avg. HH size of renter occupied unit	1.68		2.13		2.31	
Median value of owner occupied units	\$361,200		\$353,300		\$236,600	
Single family units	6,125	78.4%	88,853	70.6%	1,558,501	71.6%
Multifamily units	1,561	20.0%	33,000	26.2%	517,228	23.8%
Mobile homes	128	1.6%	3,915	3.1%	99,621	4.6%

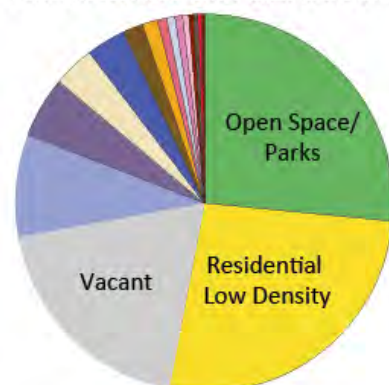
Source: US Census

Housing and Household Information

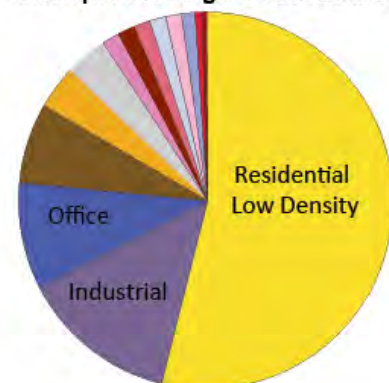
Land Use	Built SF	Lot SF	Built % of Total	Land % of Total
Residential Low Density	9,504,062	50,560,307	53.9%	26.5%
Industrial	2,380,013	9,915,625	13.5%	5.2%
Office	1,608,285	6,420,221	9.1%	3.4%
Residential High Density	1,208,383	3,229,609	6.9%	1.7%
Residential Medium Density	651,142	2,522,050	3.7%	1.3%
Vacant	638,026	36,560,214	3.6%	19.1%
Multi-Tenant Retail	263,566	1,227,664	1.5%	0.6%
Hotel	256,867	748,987	1.5%	0.4%
Single Tenant Retail	247,273	1,514,086	1.4%	0.8%
Mixed Use Commercial	246,747	1,358,985	1.4%	0.7%
Large Format Retail	232,542	1,021,325	1.3%	0.5%
Public Service/ Institutional	206,691	16,737,125	1.2%	8.8%
Stand Alone Restaurant	100,544	621,915	0.6%	0.3%
Entertainment	53,742	399,183	0.3%	0.2%
Agricultural	18,626	6,768,074	0.1%	3.5%
Mixed Use Residential	8,848	42,469	0.1%	0.0%
Mobile Home	1,782	694,901	0.0%	0.4%
Open Space/Parks	1,780	50,696,337	0.0%	26.5%
Total	17,628,919	191,039,078	100.0%	100.0%

Existing Land Uses

Land Associated with Each Land Use

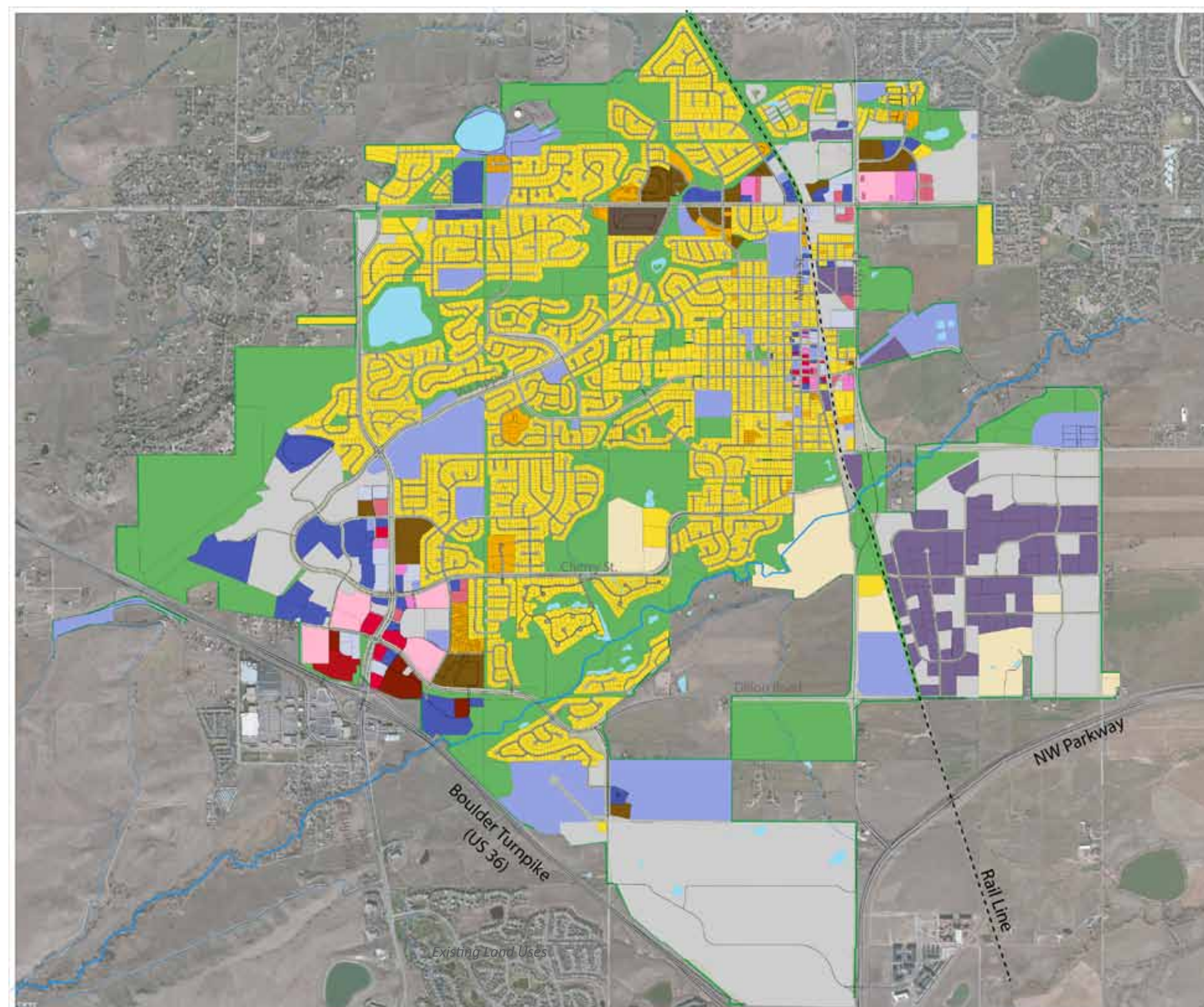


Built Square Footage of Each Land Use



Existing Land Uses

OFFICE Office	RHD Residential High Density
MUC Mixed Use Commercial	RMD Residential Medium Density
LFR Large Format Retail	RLD Residential Low Density
STR Single Tenant Retail	I Industrial
MTR Multi-Tenant Retail	MUR Mixed Use Residential
SAR Stand Alone Restaurant	MH Mobile Home
HOTEL Hotel	PSI Public Services/Institutional
ENT Entertainment	OPEN SPACE Open Space and Parks
A Agricultural	V Vacant



Existing Land Use



The Planning Context

Natural Environment

Louisville is located in southeastern Boulder County, generally centered on Coal Creek within the Colorado Piedmont Section of the Great Plains, east of the foot-hills to the Rocky Mountains. The landform-defining drainage in the Louisville area is the southwest-to-north-east trending Coal Creek. Uplands to the northwest of Coal Creek comprise the drainage divide with the South Boulder Creek drainage basin, and the uplands to the southeast straddle the drainage divide with Rock Creek. Other defining physical features include Davidson Mesa and the slope leading to it in the northwest of the City, as well as the small water bodies throughout the City, most notably Harper Lake.

The area lies eight to ten miles east of the Front Range of the Southern Rocky Mountains. The elevation ranges from about 5,250 feet on the eastern edge of Coal Creek to about 5,530 feet atop Davidson Mesa on the western side of the City.

The City is situated over the Laramie formation at the western end of the Boulder-Weld coalfield, one of the oldest coal mining areas in the Western United States. Coal was mined from the lower part of the Laramie Formation where coal seams were 5-8 feet thick and only 30-40 feet below the ground surface. Many areas of the City of Louisville have been undermined (Maps illustrating the City’s undermining are available for review upon request.

With an average elevation of 5,370 feet, the climate of Louisville can be described as a high plains, continental climate, with light rainfall and low humidity. The climate is modified considerably from that expected of a typical high plains environment because of the nearby mountains. Winds are channeled from the Continental Divide down the Front Range and can be severe. Prevailing winds are generally from the west.

The average high temperature in July is 88°F, and the average low temperature in January is 14°F (Weatherbase, 2002). Annual precipitation averages 16 inches. Relative humidity is about 30-35% in summer and about 40-50% in winter. Periods of drought are frequent, usually occur-



Natural Features



ring in the fall and winter. The growing season is approximately 140 days long, with the average date of the first killing frost being September 28th. The last killing frost occurs around May 11 (USDA, 1975).

The grasslands of the Colorado Front Range Piedmont are “shortgrass prairie” and represent a response to pre-dominant dryness as well as historic stress in the form of heavy grazing periods by domestic livestock associated with early settlement.

While grassland habitats around Louisville decreased in both extent and quality, the high quality of life offered by Louisville’s attractive surroundings made the 1980’s and 1990’s a time of rapid suburban expansion. Farms were purchased for development of subdivisions and retail space to support the influx of families moving to Louisville.

Riparian corridors in the area are mostly protected from development through floodplain regulations and open space acquisitions. The loss of adjacent open terrain and the introduction of many invasive plant species have compromised their suitability for many riparian wildlife species.

A few grassland areas on Louisville open space continue to support prairie wildlife, especially areas that are too steep to have been farmed. Some riparian areas on Louisville open space continue to support uses that predated settlement, even though they have been modified by the loss of adjacent habitat, increased human disturbance, and competition with human-tolerant urban wildlife. Other areas of open space have been so highly modified or so impacted by development that they no longer sustain significant use by non-urban species.

Built Environment

The built environment of Louisville, like the natural environment, informs how the physical development of the City will fit with the community’s character and evolve over time. Three elements of the built environment were examined for the Louisville Comprehensive Plan: the *block pattern*; *municipal infrastructure*; and the *building inventory*.



The Planning Context

Block Pattern

The City’s street network, or block pattern, is the skeleton of the community. The block pattern dictates the development flexibility and ultimately the physical character of the community. The block pattern establishes the street network and street hierarchy of the community, which in turn dictate the mass, scale, and orientation of buildings. Together, the streets and buildings determine the City’s walkability.

As existing streets are improved and new streets are proposed in the Comprehensive Plan, it is important to understand the block pattern that is envisioned will establish the character of development and redevelopment for years to come.

The City’s existing block pattern creates three distinctive character zones within Louisville: *urban*, *suburban*, and *rural*. Downtown and Old Town (built before 1960) and the newer subdivisions of North End and Steel Ranch (built since 2008) have established interconnected streets with smaller block patterns and supporting alleys. The block structure in the northeastern portion of the City dictates smaller property parcels, interconnected smaller streets and a more walkable urban character.

Contrasting Downtown and Old Town are the suburban (less walkable) areas of the City along South Boulder Road and McCaslin Boulevard and everything built between 1961 and 2007. The character of these suburban and rural areas of town is influenced by their limited street networks and larger arterials, creating single purpose suburban retailing and employment environments.

A problem with suburban block patterns is that after 10 to 15 years, the retail centers built upon them are outperformed by newer competition. Significant public investment is then needed to reshape the blocks to accommodate a variety of retailing formats and land development patterns, allowing the retail centers to successfully compete again.

Block patterns and infrastructure inform an area’s building inventory, development patterns, and land use types. It is important for the Comprehensive Plan to

enable the development of more urban block patterns, building stock and community supported land uses. Urban block patterns, like that in Old Town and Downtown Louisville, have high resiliency and flexibility in accommodating development and redevelopment over time. Typical suburban block patterns have not demonstrated similar resiliency.



Block Pattern

Municipal Utilities and Infrastructure

Municipal utilities and infrastructure (water, sewer, and storm water) are critical in defining the economic vitality and physical character of the City. Their capacity defines the growth potential of the City. Their placement and design contribute to the physical character of the City.

Louisville’s water supply originates from two primary sources: South Boulder Creek and the Northern Colorado Water Conservancy District consisting of the Colorado Big Thompson and Windy Gap projects.

The City is treating 4,000 acre-feet (AF) of water a year, with peak demands approaching 9.0 million gallons per day (mgd). Raw water from the City’s established sources is treated and distributed to individual businesses and residences from the City’s two water treatment facilities: *the Howard Berry Plant* and *the North Plant*. Currently, both plants operate at or under capacity.



Raw Water Sources

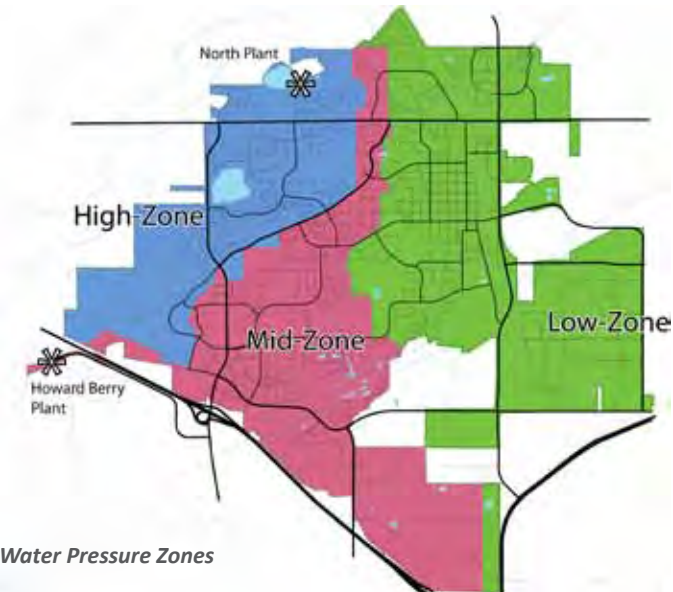
The two water treatment plants have a combined treatment capacity of 13 mgd. Together, the two facilities serve three pressure zones within the City. A water system capacity analysis examined both demand and location of the projected build-out of the City as well as the 20 year market forecast.

The existing water supply and treatment capacity are sufficient to accommodate the expected 20-year development absorption assumptions of the Framework.

However, it is important to note, the Howard Berry Plant may require additional capacity to serve the projected build-out of the mid and lower water pressure zones of the City. The primary driver of future water demand will be the office and industrial uses expected in the Centennial Valley, the Phillips 66 property, and the Colorado Technology Center (CTC).

The Wastewater Treatment Plant provides sanitary sewage treatment for the City of Louisville. There is a surplus of sanitary treatment capacity currently on-line to serve the projected demand of the City as reflected in the Framework.

The Sanitary Treatment Plant is currently operating at a daily average of 2 million gallons per day (mgd) or 59% of its capacity. Historically, the plant has seen flows as high as 2.8 mgd. Additional treatment capacity was added in 1999 giving the plant a maximum permitted capacity of 3.4 mgd.



Water Pressure Zones

The Wastewater Treatment Plant has reached the end of its useful life based upon the age of the facility and upcoming regulatory water quality requirements.

Construction is currently being planned for the Wastewater Treatment Plant to meet regulatory and growth requirements. Improvements to transmission mains and lift stations will be needed with build out of the Colorado Technology Center and the Phillips 66 property.

There are also limitations in the sanitary sewer pipes located in the Downtown and Old Town areas. The pipes in this area are the original vitrified clay pipes, constructed in the mid 1900s. As the pipes have aged, they have begun to break down. The City annually replaces portions of these pipes with PVC pipes to maintain the integrity of the collection system.



Waste Water Treatment Plant Improvement Timelines

The Planning Context

The City’s Engineering Department has an ongoing maintenance program for inspecting storm drainage facilities. The department also provides detailed hydraulic modeling to identify any deficiencies and what improvements are necessary.

The City is currently following the Louisville/Boulder County Outfall System Plan, as completed in 1982, for necessary improvements to the stormwater system. Developers are responsible for completing elements of the outfall system to meet the City’s land development and engineering codes.

Overall, the City is positioned well to serve the needs of the Framework at build out. However, as the City continues to age, infrastructure that has deteriorated or become obsolete will need to be replaced or rehabilitated.

Building Inventory

The City of Louisville’s building inventory reflects the diversity, economic stability and physical character of the City. According to the 2010 U.S. Census, there were 7,529 occupied housing units in Louisville out of a total of 7,814, for a vacancy rate of 3.6%. Approximately 74% of the occupied units were owner occupied, compared to 64% in Boulder County and 68% in the State. Louisville’s median home value of \$361,200 for owner occupied units was slightly higher than Boulder County at \$353,300, and significantly higher than the state’s median value of \$236,600. The highest median housing value among peer jurisdictions in 2010 is the City of Superior at \$389,300.

The bulk of Louisville’s building stock was constructed in the three decades between 1970 and 2000 when 84% of the total inventory was delivered. The County and State saw an upsurge of residential construction starting in the 1960s that remained relatively robust past year 2000.

Louisville’s building stock is generally divided into four eras of construction. These periods of construction generated distinctively different patterns of development and architectural styles. No single architectural

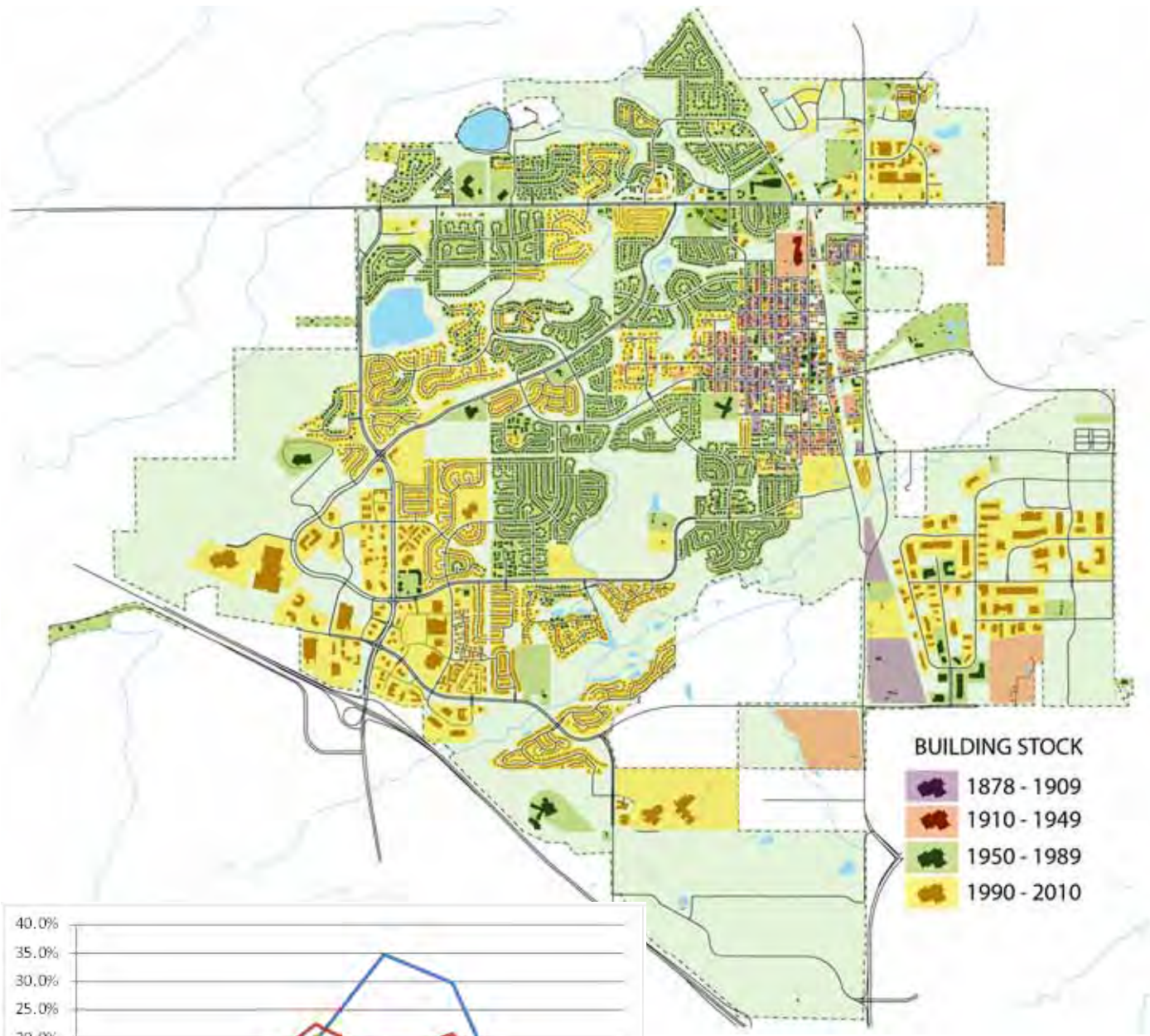


Building Figure Ground

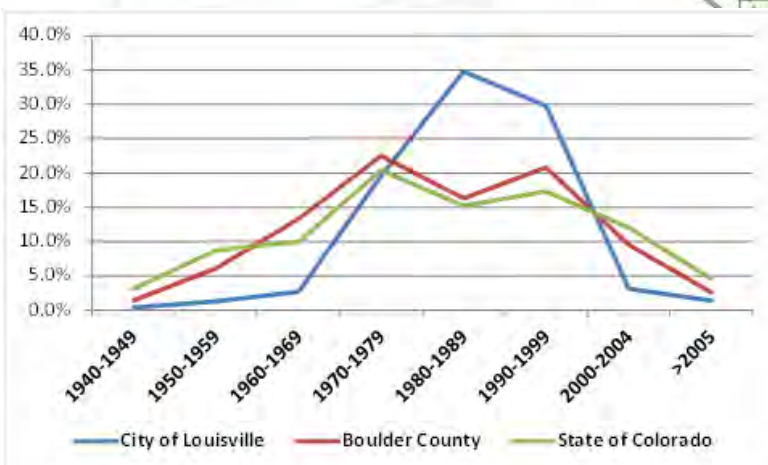
style dominates the Louisville architectural vernacular City-wide, or within any individual era of construction. The development pattern of the City clearly shifted from a pedestrian character and orientation in Old Town and Downtown Louisville (pre-1950) to a vehicle base orientation and character for development after 1950.

Louisville adopted a historic preservation ordinance in 2005 and voters approved an increase in sales tax for the creation of the Louisville Historic Preservation Fund in 2008. The historic preservation ordinance’s designation of historic resources is voluntary for buildings over 50 years old. Revenues from the one-eighth percent sales tax are to be retained and spent exclusively within the “Historic Old Town Overlay District” and “Downtown Louisville” to preserve the unique charm and character of historic Old Town Louisville. This revenue source is meant to:

- Provide incentives to preserve historic resources, including funding of programs to identify and attempt to preserve buildings which qualify for listing on the Louisville Register of Historic Places with the consent of the property owner;



BUILDING STOCK
1878 - 1909
1910 - 1949
1950 - 1989
1990 - 2010



Percentage of Existing Buildings by Construction Date

Age of Building Stock



The Planning Context



Example Buildings Built Between 1878 and 1909



Example Buildings Built Between 1910 and 1949



Example Buildings Built Between 1950 and 1989

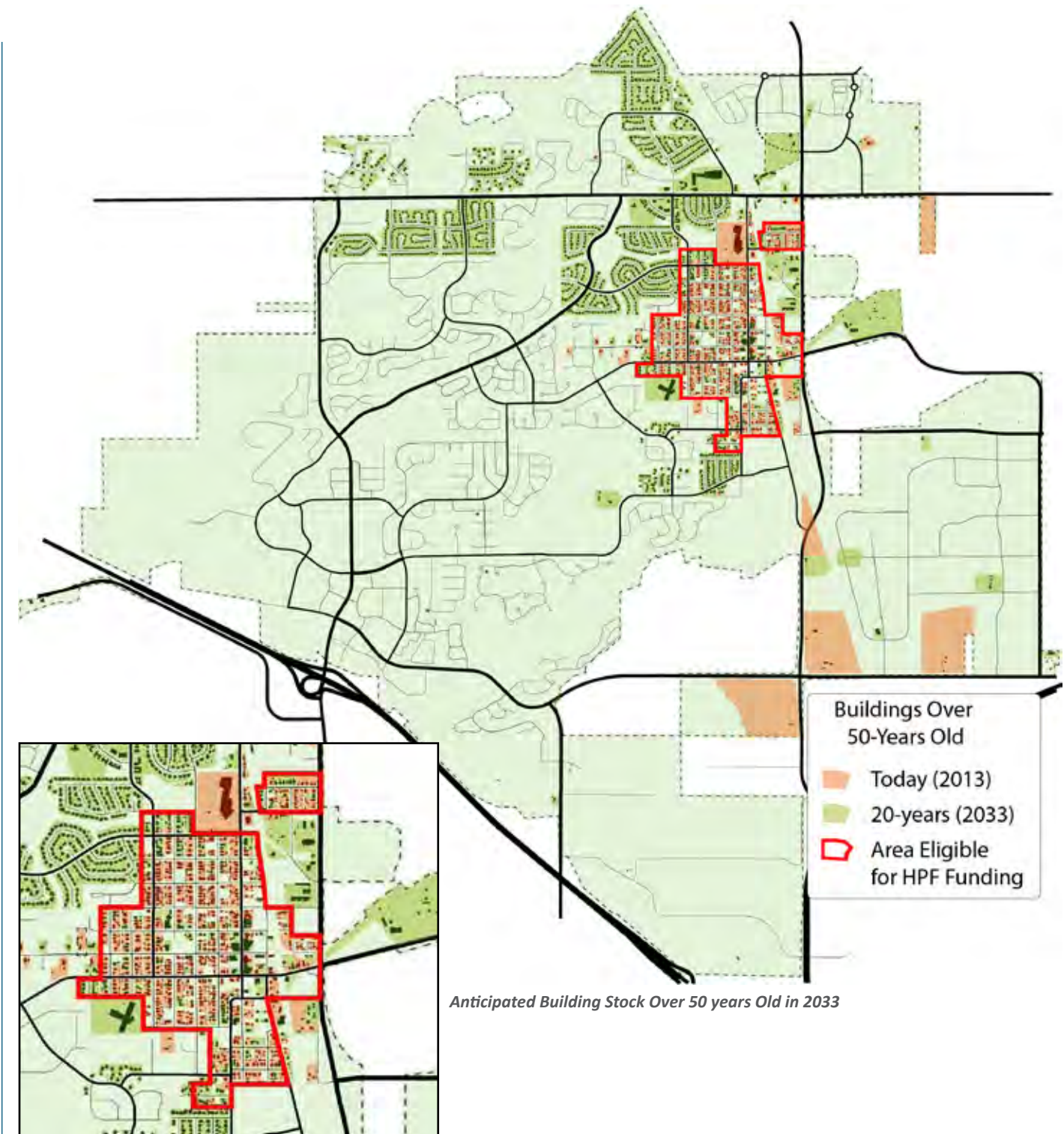


Example Buildings Built Between 1990 and 2012

- Provide incentives to preserve buildings that contribute to the historic character of historic Old Town Louisville but do not qualify for listing on the Louisville Register of Historic Places, with such buildings to be treated the same as historic buildings but with lower priority;
- Provide incentives for new buildings and developments within historic Old Town Louisville to limit mass, scale, and number of stories; to preserve setbacks; to preserve pedestrian walkways between buildings; and to utilize materials typical of historic buildings,

- above mandatory requirements; and
• For city staff time to administer the programs.

As Louisville's building stock continues to age, more of the City's buildings will become eligible as historic resources. Currently, buildings over 50 years of age are generally constrained to the building stock of Downtown Louisville and Old Town Louisville. However, over the 20 year life of this Comprehensive Plan, it is expected the total number of eligible historic resources will nearly double, including many homes in North Louisville and along South Boulder Road. Under the existing preservation ordinance, these resources will not be eligible for money from the Historic Preservation Fund.



The Planning Context

Circulation

Louisville is a maturing municipality in which growth trends and traffic patterns are shifting from an expansion focus to an infill orientation. Louisville is situated within rapidly developing east Boulder County, between the residential areas of Lafayette, East Boulder County and Erie, and the employment centers of Boulder, Interlocken, and the US 36 Corridor serving Denver. Louisville’s arterial street network provides the primary access routes between these residential and employment areas.

Staff and the consultant team conducted a complete multi-modal transportation analysis for Louisville. Four significant observations have emerged from the transportation analysis when compared to the City’s Vision Statement and Core Community Values.

Street Vehicle Capacity

Staff plotted the Average Daily Traffic (ADT) volumes for the year 2035 on the Louisville Street Network for the preferred Framework Option. Staff then used the Institute of Transportation Engineers (ITE) generalized level of service (LOS) guidelines to document any vehicle capacity concerns with the projected 20 year build out of the City. Vehicle LOS is most commonly used to analyze a roadway’s performance by categorizing vehicle traffic flow throughout the day, or during the periods of heaviest use, typically the morning and evening commute. Vehicle LOS is measured using letters from A to F.

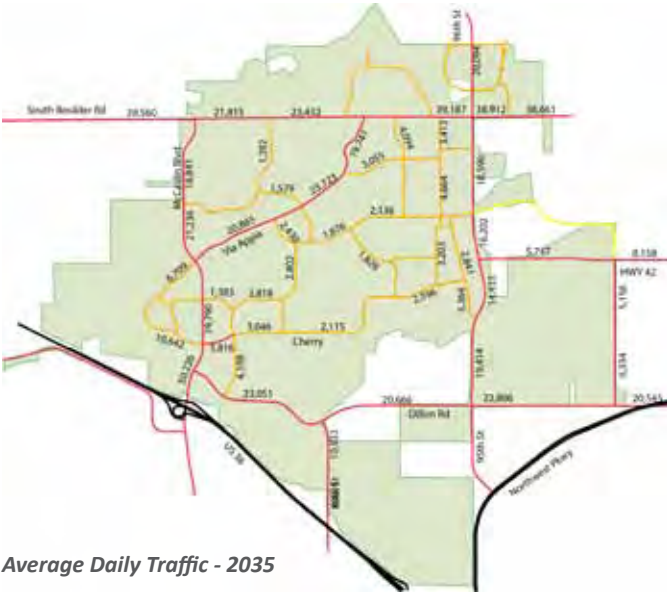
Vehicle based LOS does not measure a pedestrian’s, or bicyclist’s quality of trip. However, the size and speed of roadway affects the quality of a pedestrian’s and bicyclist’s trip experience. Generally, a larger and faster roadway corresponds with a higher vehicle LOS. Conversely, a smaller and slower roadway corresponds generally with a higher pedestrian’s and bicyclist’s quality of experience and a generally lower vehicle LOS. The transportation profession recommends LOS A to LOS C in rural communities, LOS C to D in suburban communities, and LOS C to F in urban communities.

A goal of this Comprehensive Plan is to maintain vehicle LOS C unless to maintain LOS C it would be necessary to

widen the street or make other capacity modifications in a way that would conflict with these desired small town transportation qualities:

- Pedestrians of all ages and abilities should be able to safely and comfortably walk along, or across a street, arterial corridor, or intersection, as well as wait for public transit.
- Bicyclists of all ages and abilities should be able to safely and comfortably ride along, or across a street, arterial corridor, or intersection.
- All streets, arterial corridors and intersections are designed and function to be compatible with the City’s desired character zone identified in the Framework.
- Streets, arterial corridors and intersections do not negatively affect the adjacent neighborhoods, historic assets, or natural resources.

Based on these criteria, the majority of the City’s streets have the capacity to accommodate the 20 year forecasted traffic volumes for the preferred Framework at LOS C. However, several of the City’s arterials will operate at LOS D. It is important to note the anticipated regional cut-through traffic in the year 2035 causes traffic volumes on the arterials to exceed LOS C standards, regardless of any additional development in Louisville. Staff



believes that the required vehicle capacity modifications necessary to maintain LOS C conflict with Louisville’s small town transportation quality expectations.

Regional vs. Local Traffic

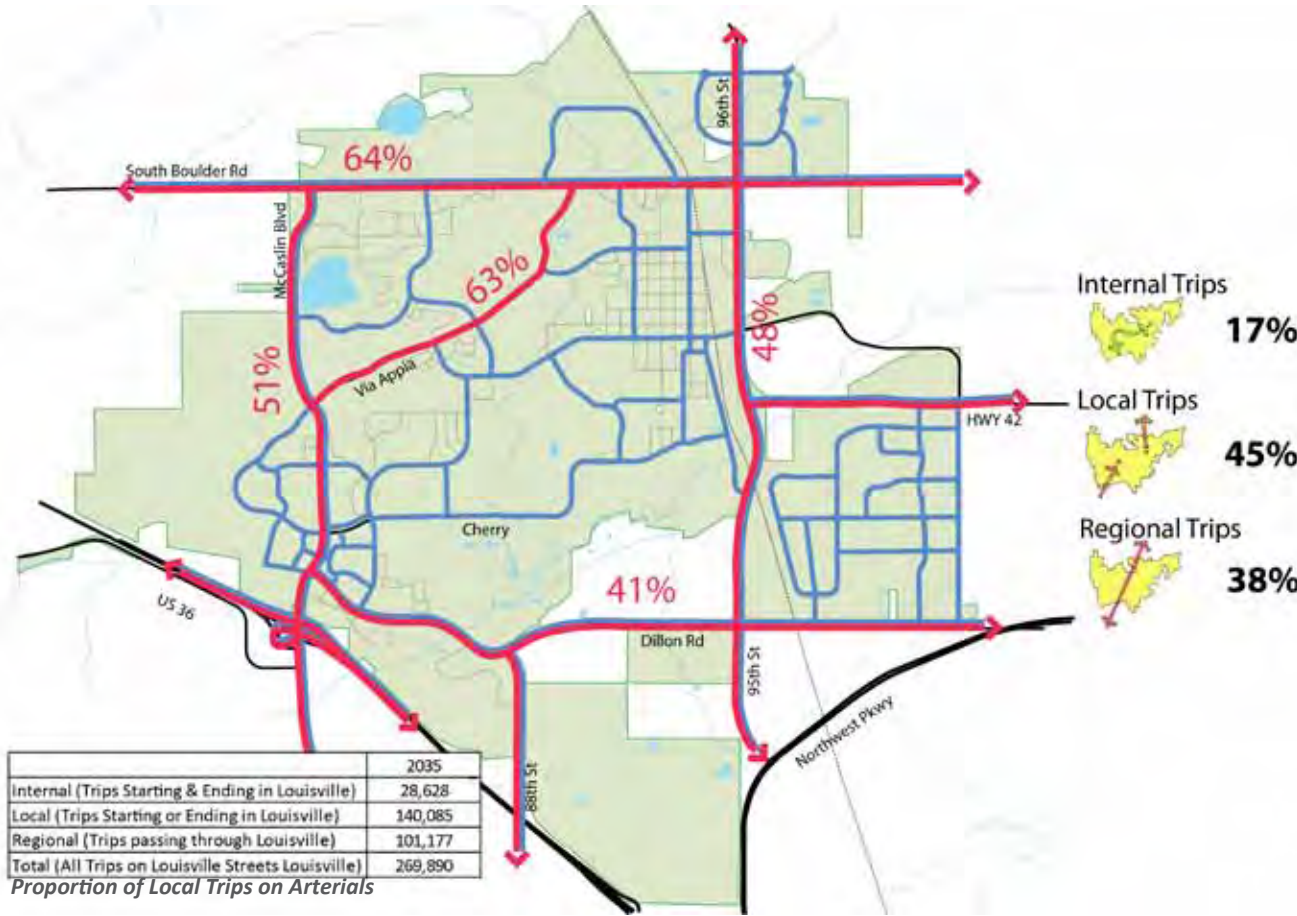
Staff conducted a Select Link Analysis of the 2035 DRCOG Transportation Model. A select link analysis identifies where the origins and destinations of car trips using Louisville streets occur. Louisville’s share of traffic on its own roadways is decreasing. In 2035, 38% of all trips on Louisville streets will have neither an origin nor destination in Louisville. More relevant is that regional traffic on Louisville arterial streets in 2035 will account for 40% to 65% of all traffic. As residential areas in East Boulder County and employment areas in Boulder and the US 36 Corridor continue to increase, Louisville’s share of traffic on its own roadways will continue to decrease. Only 10% of Louisville’s employment base lives

in Louisville. A key transportation strategy for Louisville should be to improve local connectivity and transportation choices internal to the City.

Transportation Nodes and Economic Opportunities

The City of Louisville has three transportation nodes with varying degrees of economic opportunities: McCaslin Boulevard and US 36, South Boulder Road and Highway 42, and Pine Street and Highway 42. These transportation nodes generate intersecting traffic volumes that retailers are attracted to because of visibility and drive-by opportunities. It is important for the City to recognize and capitalize on these opportunities.

Neighborhood Centers: South Boulder Road and Highway 42 along with McCaslin Boulevard (north of Cherry), represent neighborhood retailing centers. Traffic volumes within these centers will range between 30,000



The Planning Context

and 40,000 vehicles daily by the year 2035. Generally, retailing will be limited to neighborhood opportunities.

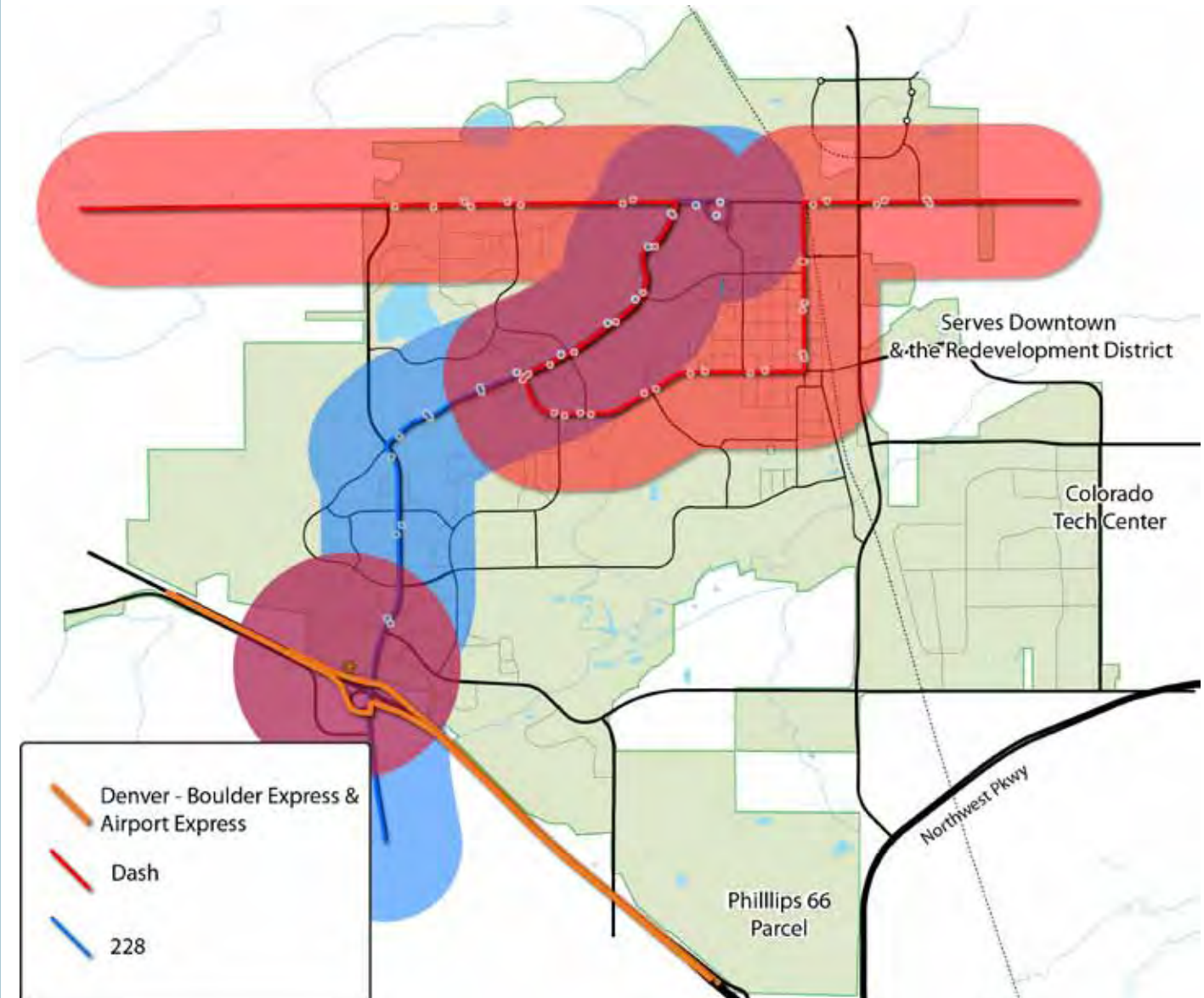
Regional Center: Regional retailing opportunities exist along McCaslin Boulevard south of Cherry Street to the US 36 interchange. In total, 150,000 vehicle trips travel through this transportation node daily.

Transit Service

Currently, the entire southeastern portion of the City has no local transit service, including Avista Hospital, the Colorado Technology Center, and the Phillips 66 and Monarch Campus properties. All are critical employment areas to the City and the entire metro region.



The Strength of Retail Opportunities Influenced by Average Daily Traffic Volumes



Transit Service



The Planning Context

Market Opportunities

The City of Louisville contracted with Tischler Bise to complete a demographic and economic market study for the City which is included as an appendix to the Comprehensive Plan. The following is a brief overview of the market opportunities of the major land uses in the City. The Market Study does not imply the development projections are to be achieved in the Plan.

Retail

The Economic and Market Assessment indicates there is a surplus of approximately 3 million square feet of retail within a 15 minute drive shed of Louisville. The assessment goes on to suggest it will take between nine and ten years of population growth in the trade area to fill this excess retail space. Based on these findings, the study concludes that the demand for new retail development at the community shopping center scale and higher (100,000 SF and higher) will be soft in Louisville for the next nine to ten years.

Although the study concludes that demand for larger scale retail in the trade area will be weak for the next ten years, there are opportunities to capitalize on emerging market trends to regain lost retail base. Areas like Downtown and the Revitalization District are positioned well to capitalize on emerging market trends favoring mixed use walkable environments. The zoning is in place and infrastructure improvements like the South Street Gateway and the HWY 42 Gateway Project will enable these areas to develop in line with emerging market trends. However, the zoning and current development patterns in Centennial Valley and the McCaslin Boulevard corridor provide little flexibility for new development patterns. Residential mixed use is not currently permitted, and the regulations encourage larger lot, automobile-centered development.

Office/R&D/Flex Space

The majority of Louisville’s office, research and development, and flex space is located in either the Colorado Technology Center (CTC) or Centennial Valley. There are approximately 2.3 million square feet of occupied space in CTC and a great deal of vacant land zoned for additional industrial development including office, research and development, and flex space. The market study suggests the CTC is positioned well in the region and will continue to experience moderate growth for the foreseeable future. Centennial Valley has approximately 425,000 square feet of vacant office space, and the market study indicates it is not likely that additional

speculative office space will be built in this area until the vacant space is occupied.

Residential

The City of Louisville’s residential housing market is constrained by a scarcity of developable land. As currently zoned, the City does not have additional land for greenfield residential development within city limits. The Alkonis parcel in the northeast corner of the City is the last significant parcel of land identified for annexation with the potential for residential development. Opportunities for infill residential development are constrained by a lack of land supply and current zoning regulations which restrict residential development or do not allow it at all.

Despite a scarcity of residential land for development, the Economic and Market Assessment indicates there is significant demand for residential units in Louisville, as evidenced by the rapid and sustainable sales of homes at Steel Ranch and North End. Opening up additional areas for residential development, either through rezoning, or revised development regulations, would likely result in additional residential development as demand is quite strong.

Fiscal Analysis

Staff worked with an economic and fiscal consultant, Tischler Bise, to assess the fiscal impacts of the Comprehensive Plan over the next 20 years. The complete study is included as an appendix to this plan. At build out, the preferred Framework will produce a balanced amount of residential units, and retail, industrial, and office square footage. However, over the next 20 years the market will only construct a portion of each of these build out scenarios. Additionally, some of the newly constructed square footage and residential units will be added in greenfield locations, while other units and square footage will be constructed in infill locations. The following table outlines the additional square footage and residential units that the fiscal study projects could be built in the next twenty years.

Greenfield development and infill development have different fiscal impacts on the city. For example, a new residential subdivision on the outskirts of town will require the construction of new roads that will need to be maintained by the city, and may require additional police resources. An infill site will likely not need additional roads. The City’s current fiscal model does not account for the potential savings of infill development. The fiscal study attached to this plan includes cost adjustments to Operating and Capital Costs for infill de-

Use	Net New
Single Family Residential (Units)	224
GreenField	141
Infill	83
Multi-Family Residential (Units)	967
GreenField	273
Infill	694
Retail (Sq. Ft.)	200,000
GreenField	25,000
Infill	175,000
Industrial (Sq. Ft.)	375,000
GreenField	
Infill	375,000
Office (Sq. Ft.)	450,000
GreenField	250,000
Infill	200,000

20 Year Market Forecast
Source: Source: City of Louisville; TischlerBise

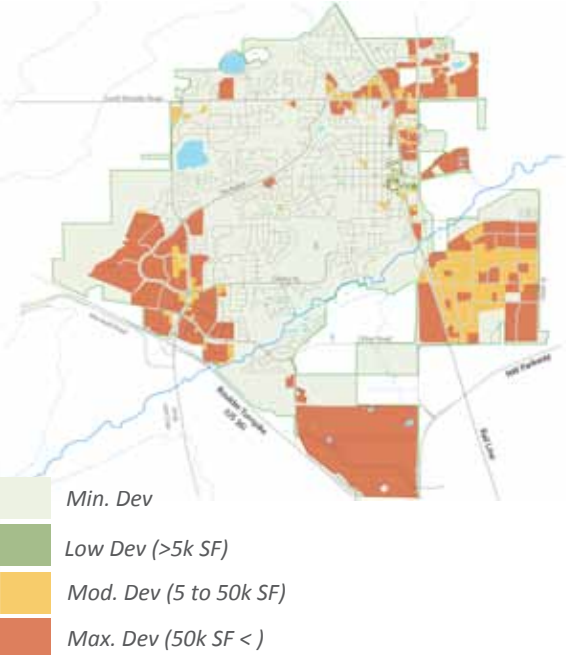
velopment. Based on the discount assumptions in the report, Tischler Bise completed an analysis of operating and capital fiscal impacts for the 20 year build out. The model indicates the proposed land use mixture in this comprehensive Plan is essentially fiscally neutral. Annual operations revenue will be slightly under expenditures by approximately \$93,000 and that annual capital budget will experience a slight surplus of approximately \$115,000 annually. These are rough assumptions based on one out of countless possible build-out scenarios.

City of Louisville, Colorado Fiscal Impact Analysis Summary of Annual Operating and Capital Estimates		
		Total
OPERATING SUMMARY		
Revenue	\$	2,171,664
Expenditures	\$	2,264,780
Total	\$	(93,116)
CAPITAL SUMMARY		
Revenue	\$	875,996
Expenditures	\$	758,349
Total	\$	117,647

Stability and Change

The three largest land uses in the City are: residential, parks and open space, and vacant or undeveloped. Together these uses comprise approximately three-quarters of the land in the City. On the properties that have been developed, residential makes up more than half of the built square footage in the City, followed by industrial and office, together totaling about one-quarter of the City’s built square footage.

The Louisville Municipal Code (LMC), Chapter 17 - Zoning, dictates the amount of development allowed within Louisville. Staff analyzed the LMC with respect to each lot to determine how much development is allowed in addition to what currently exists. This analysis shows a large portion of the City is entitled to additional development.



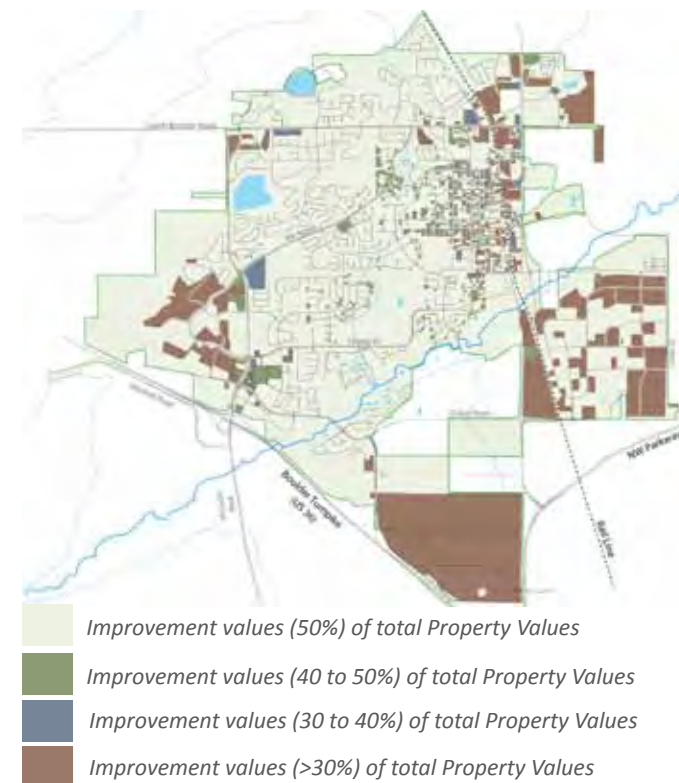
Areas with Substantial Buildout Capacity

Most of the entitled development is within retail corridors along South Boulder Road and McCaslin Boulevard; special office and industrial districts of Centennial Valley, the Colorado Technology Center (CTC), and Phillips 66; and within the Downtown and the HWY 42 Redevelopment district. It should be noted, the analysis simply indicates what additional development is allowed and not what the retail, office, and residential markets can absorb.

Several variables influence the likeliness of property developing or redeveloping. One is the ratio between the building

The Planning Context

value and the total property value. If the building value is a relatively small portion of the total value, then the property is probably not being used close to its full potential and redevelopment is likely. However, the improved value to property value ratio is not an indicator of immediate development. Many other factors unique to each property also influence the likelihood of development. For example, if a property is owned free and clear, without any debt, this analysis falls short.



Areas with High Development Pressures

Areas with the highest development pressures are typically vacant like some in the CTC and Centennial Valley; however, many older under-developed properties are experiencing significant reinvestment pressure along South Boulder Road and within Old Town.

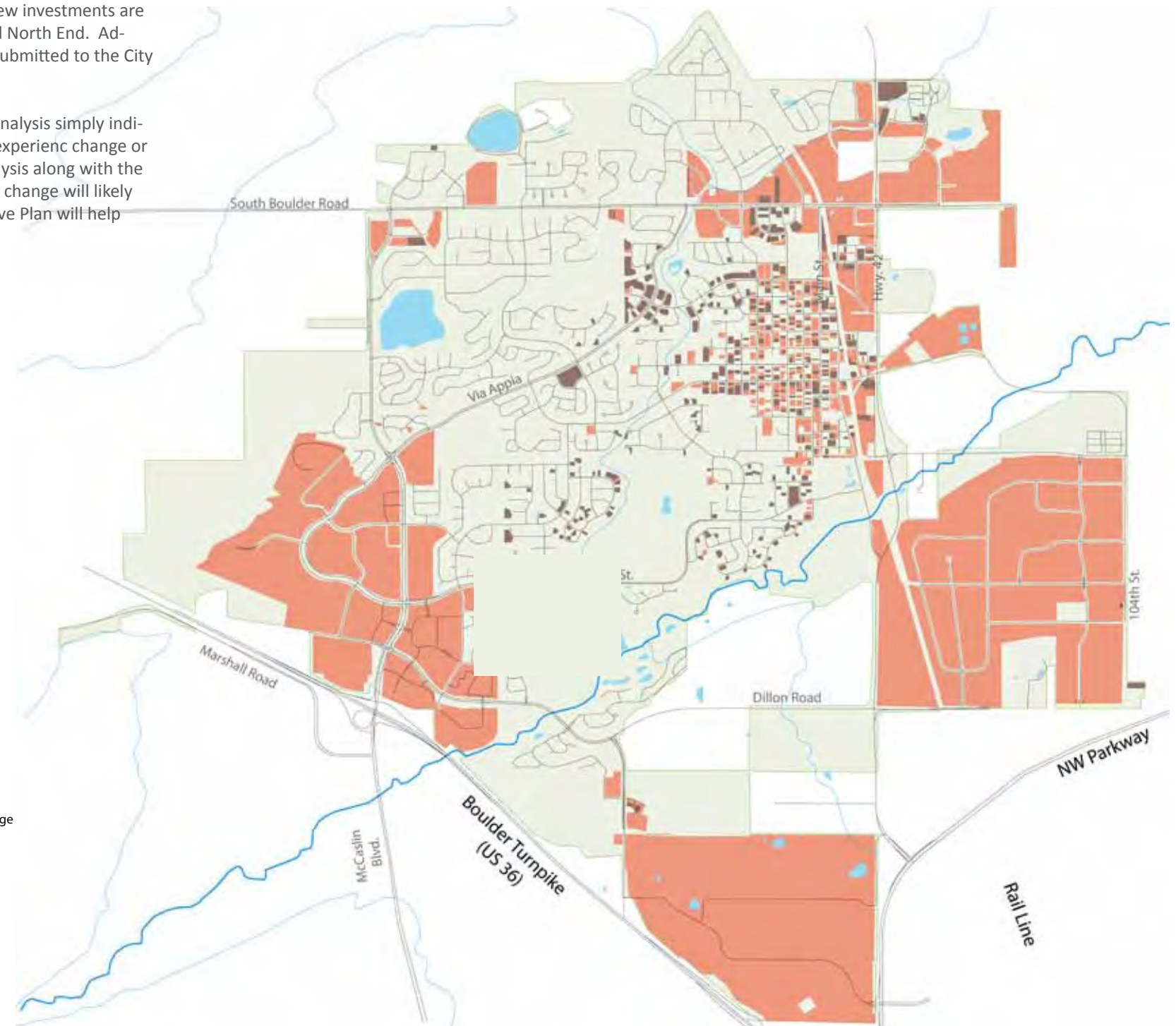
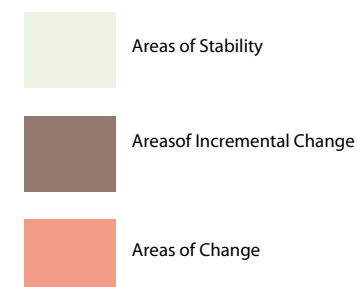
Staff mapped the allowed additional development in the City with the building to property value ratio for all properties to identify areas experiencing change today and that will likely experience change in the future as the real estate market recovers.

The majority of Louisville is stable; however, some specific areas are experiencing, or will likely experience, change. Downtown, over the last few years, has experienced substantial

reinvestment to its building stock. The Old Town neighborhood is also experiencing significant reinvestment with new houses replacing many of the older homes. This analysis also indicates large residential reinvestments may begin occurring in neighborhoods outside of Old Town. New investments are also occurring in the CTC, Steel Ranch, and North End. Additional development requests are being submitted to the City for property along South Boulder Road.

As a caveat, it is important to realize this analysis simply indicates which areas of the City are likely to experience change or should anticipate future change. This analysis along with the economic market study will indicate when change will likely occur by land use type. The Comprehensive Plan will help guide that change to the City's benefit.

Areas of Stability and Change



The Vision Statement and Core Community Values

The 20 Year Plan for the City of Louisville has two primary components which guide the direction and implementation of the 2012 Comprehensive Plan Update.

The first keycomponent is the Vision Statement and Core Community Values. The Vision Statement and Core Community Values are supported by the second key component, the Framework Plan.

Louisville’s Vision Statement and Core Community Values define how the City sees itself and identify characteristics that should be carried into the future. The Vision Statement and Core Community Values were developed through extensive public outreach and represent the views of residents, business and property owners, and elected and appointed officials. The Vision Statement and Core Community Values serve as the rubric against which the Framework Plan was developed and how future City policies and decisions should be evaluated. All of the recommendations, principles, and policies in this Comprehensive Plan are designed to further the goals of the Vision Statement and Core Community Values.

The Framework Plan illustrates Louisville’s community character and development expectations verbalized in the Vision Statement and Core Community Values. Together, the Vision Statement and Core Community Values visualized by the Framework Plan represent the long-range integrated land use, transportation and natural resource vision for the City.



Vision Statement



Established in 1878, the City of Louisville is an inclusive, family-friendly community that manages its continued growth by blending a forward-thinking outlook with a small-town atmosphere which engages its citizenry and provides a walkable community form that enables social interaction. The City strives to preserve and enhance the high quality of life it offers to those who live, work, and spend time in the community. Louisville retains connections to the City’s modest mining and agricultural beginnings while continuing to transform into one of the most livable, innovative, and economically diverse communities in the United States. The structure and operation of the City will ensure an open and responsive government which integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.



The Vision Statement and Core Community Values

Core Community Values

The following Core Community Values are the foundation upon which the City of Louisville will make decisions and achieve the Community’s vision.

We Value...



A Sense of Community . . . where residents, property owners, business owners, and visitors feel a connection to Louisville and to each other, and where the City’s character, physical form and accessible government contribute to a citizenry that is actively involved in the decision-making process to meet their individual and collective needs.



Our Livable Small Town Feel . . . where the City’s size, scale, and land use mixture and government’s high-quality customer service encourage personal and commercial interactions.



A Healthy, Vibrant, and Sustainable Economy . . . where the City understands and appreciates the trust our residents, property owners, and business owners place in it when they invest in Louisville, and where the City is committed to a strong and supportive business climate which fosters a healthy and vibrant local and regional economy for today and for the future.



A Connection to the City’s Heritage . . . where the City recognizes, values, and encourages the promotion and preservation of our history and cultural heritage, particularly our mining and agricultural past.



Sustainable Practices for the Economy, Community, and the Environment . . . where we challenge our government, residents, property owners, and our business owners to be innovative with sustainable practices so the needs of today are met without compromising the needs of future generations.



Unique Commercial Areas and Distinctive Neighborhoods . . . where the City is committed to recognizing the diversity of Louisville’s commercial areas and neighborhoods by establishing customized policies and tools to ensure that each maintains its individual character, economic vitality, and livable structure.



A Balanced Transportation System . . . where the City desires to make motorists, transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility, and where the City intends to create and maintain a multimodal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City.



Families and Individuals . . . where the City accommodates the needs of all individuals in all stages of life through our parks, trails, and roadway design, our City services, and City regulations to ensure they provide an environment which accommodates individual mobility needs, quality of life goals, and housing options.



Integrated Open Space and Trail Networks . . . where the City appreciates, manages and preserves the natural environment for community benefit, including its ecological diversity, its outstanding views, clear-cut boundaries, and the interconnected, integrated trail network which makes all parts of the City accessible.



Safe Neighborhoods . . . where the City ensures our policies and actions maintain safe, thriving and livable neighborhoods so residents of all ages experience a strong sense of community and personal security.



Ecological Diversity . . . where the City, through its management of parks and open space and its development and landscape regulations, promotes biodiversity by ensuring a healthy and resilient natural environment, robust plant life and diverse habitats.



Excellence in Education and Lifelong learning . . . where the City allocates the appropriate resources to our library services and cultural assets and where the City actively participates with our regional partners to foster the region’s educational excellence and create a culture of lifelong learning within the City and Boulder County.



Civic Participation and Volunteerism . . . where the City engages, empowers, and encourages its citizens to think creatively, to volunteer and to participate in community discussions and decisions through open dialogue, respectful discussions, and responsive action.



Open, Efficient and Fiscally Responsible Government . . . where the City government is approachable, transparent, and ethical, and our management of fiscal resources is accountable, trustworthy, and prudent.

The Vision Statement and Core Community Values

CHARACTER ZONES

This Comprehensive Plan Update introduces a new language and format to the community’s Framework. The intent of the change is to clarify and illustrate the community’s expectations related to the City’s land use function, form, and character in the Framework, and to ensure the City’s Vision Statement and Core Community Values are properly translated and illustrated in the Comprehensive Plan. The new language simplifies the format of the Framework into character zones. The character zones are described by two variables: development patterns and development types.

Development Patterns

Three development patterns are found in Louisville: *urban*, *suburban*, and *rural*. These development patterns reflect the look and feel of the City. Development patterns dictate how streets are laid out; how property parcels are subdivided; how buildings are designed and arranged on a site; and how parks and public spaces are integrated into the community.

Specifically, the development patterns in the Framework establish guidelines for Small Area and Neighborhood Plans to implement specific regulations within the Louisville Municipal Code (LMC). The specific elements the development patterns influence include:

Building Form and Design

- Building Heights
- Building Mass and Scale
- Building Orientation

Infrastructure

- Streets
- Blocks
- Storm Water Facilities
- Public Spaces and Trails

Design Standards

- Yard & Bulk
- Parking Ratios
- Site Design

Urban Pattern

The urban portions of Louisville are found in the north-east quadrant of the City and are generally more compact and walkable. The majority of the urban development pattern occurred in Louisville prior to 1960. Some urban development patterns have occurred since 2008. The urban areas of the City include: Downtown, Old Town, North End and Steel Ranch. Generally, the urban pattern of development includes the following distinguishing design characteristics.

Streets

- Interconnected street network (smaller blocks)
- Alley / rear loaded properties
- Multimodal (Vehicle, pedestrian, bike, transit)
- Reduced speeds
- Balanced civic and mobility responsibilities

Parcels

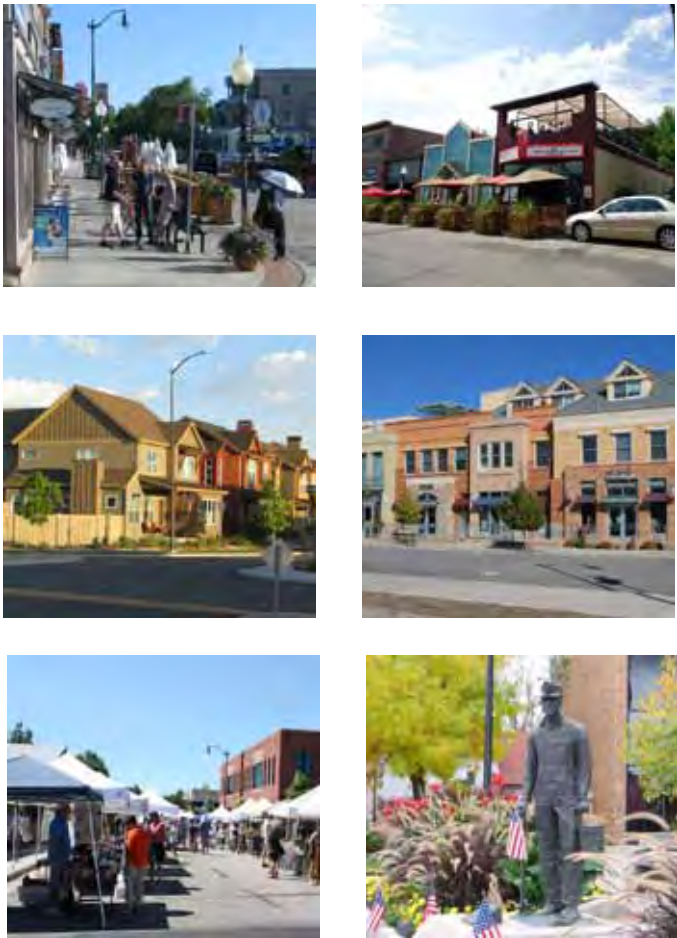
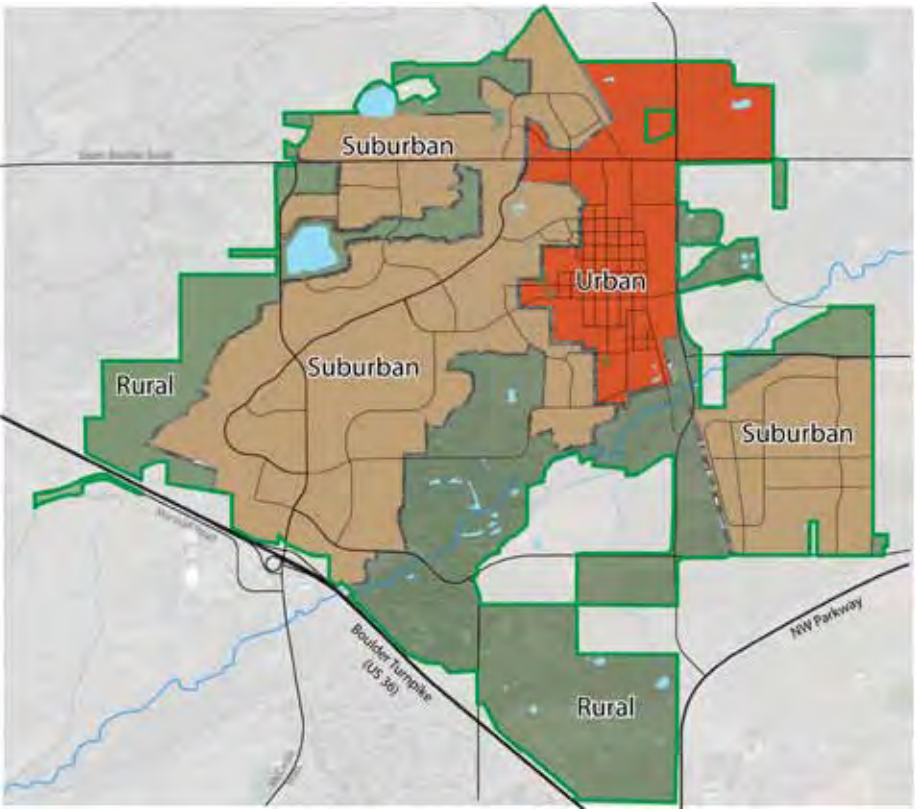
- Smaller parcels

Building Design and Orientation

- Street Orientation
- Pedestrian mass, scale, and details

Civic & Public Infrastructure

- Integrated
- Multi-purpose
- Formal landscape



Example Figure Ground - Downtown & Old Town Louisville

The Vision Statement and Core Community Values

Suburban Pattern

The suburban portions of Louisville generally evolved between 1960 and 2008 and are found along: Via Appia; McCaslin Boulevard; South Boulder Road; Centennial Valley; and within the Colorado Technology Center. The suburban patterns of development are typically more spread-out and multimodal when compared to urban patterns of development. Generally, suburban patterns of development include the following distinguishing design characteristics.

Streets

- Disconnected street network (larger blocks)
- Street loaded properties
- Multimodal (Vehicular, Pedestrian, Bike, Transit)
- Higher speeds
- Mobility role larger than civic role

Parcels

- Larger parcels

Building Orientation

- Oriented towards property
- Vehicular mass, scale, and details

Civic & Public Infrastructure

- Separated
- Single-purpose
- Informal landscape



Example Figure Ground - McCaslin Boulevard & Centennial Valley

Rural Pattern

The rural portions of Louisville generally occur along the perimeter of City in the form of open space. However, rural development patterns have also emerged around the Coal Creek Golf Course, 96th Street and south of Dillon Road and include the Phillips 66 property. The rural patterns of development are typically more separated and vehicular based when compared to urban and suburban patterns of development. Generally, rural patterns of development include the following distinguishing design characteristics.

Streets

- No street network (no block pattern)
- Street loaded properties
- Vehicular and bicycle design (pedestrian needs supported by trail network)
- Higher speeds
- Mobility priority

Parcels

- Larger parcels

Building Orientation

- Natural resource orientation
- Vehicular mass, scale, and details

Civic & Public Infrastructure

- Separated
- Single-purpose
- Native landscape



Example Figure Ground - Avista, Monarch Campus, & Phillips 66 Property



The Vision Statement and Core Community Values

DEVELOPMENT TYPES

Five development types occur throughout Louisville: *centers, corridors, neighborhoods, special districts, and parks/open space*. These development types reflect the type of uses and activities; density, or intensity of development; and the amount of public infrastructure desired in different areas of the City.

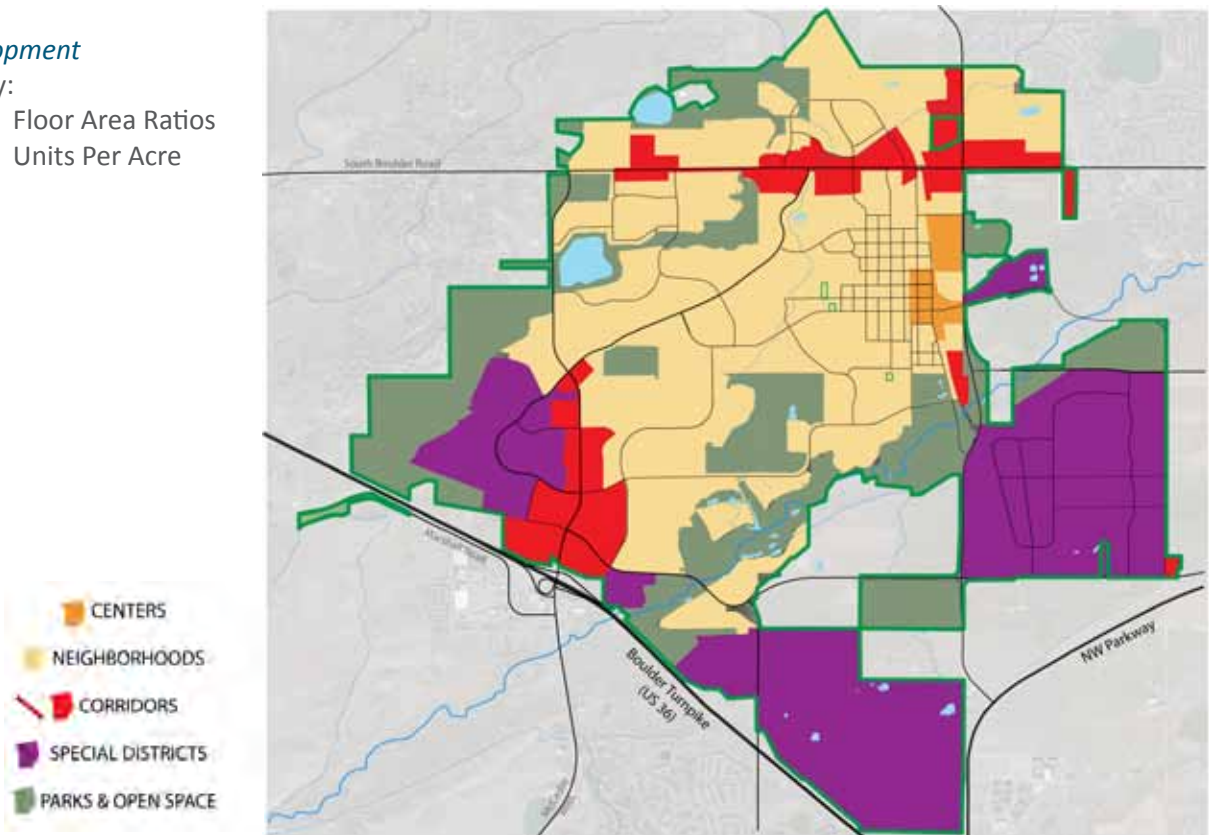
Specifically, the development types in the Framework will establish guidelines for Small Area and Neighborhood Plans to implement specific regulations within the Louisville Municipal Code (LMC). The specific elements the development types influence include:

Land Use Mix

- Retail
- Commercial
- Residential
- Industrial
- Civic/Institutional

Allowed Development

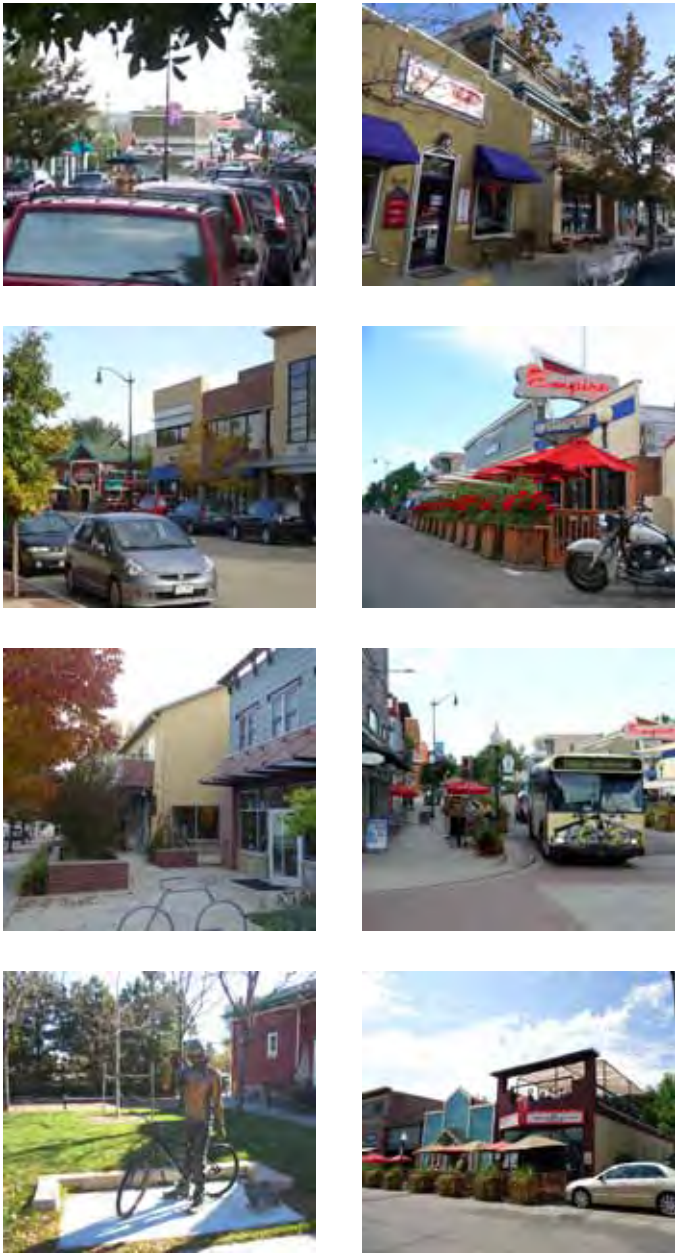
- Density:
- Floor Area Ratios
 - Units Per Acre



Centers

Downtown Louisville and its relationship with the Old Town neighborhood represent the City's only current center. The City's Framework identifies the emergence of two additional centers: one around South Boulder Road and Highway (HWY) 42, and the other near McCaslin Boulevard and US 36, south of Cherry Street.

Centers are defined by their mixture of uses (retail, commercial, and residential), street interconnectivity, and integrated public spaces. A center's physical design is that of a destination, or gathering point for city-wide activities. Centers are connected to and oriented toward their adjacent land uses. Centers typically have the greatest retailing opportunities. Centers feature integrated public spaces with a recognized public space, or focal point. Centers also have the highest potential for a vertical mix of uses.



The Vision Statement and Core Community Values

Corridors

Corridor development types are similar to center development types in the mixture and intensity of land uses. Corridors differ from centers in their shape, connectedness to adjacent land uses, and public space integration. Generally, corridor development types occur along arterial roadways in a linear form and are disconnected from adjacent land uses. Corridor development types are expected to develop along: McCaslin Boulevard north of Cherry Street and south of Via Appia; along South Boulder Road and along HWY 42, north of Hecla Drive.

Corridors typically have strong retail, commercial and multi-family development opportunities. Corridors lack integrated public spaces and typically do not have a focal point and central gathering area. Corridors typically feature a linear, not horizontal, mixture of uses. Generally, their architectural character is defined by the primary arterial roadway.



Neighborhoods

Neighborhoods are the most abundant development type in the City of Louisville. Neighborhoods are predominantly residential land uses. Neighborhoods range from less dense large lot single family neighborhoods to higher density multi-family communities. Neighborhoods have public spaces either integrated within, or adjacent to them. Neighborhoods are generally sized by a ½ mile diameter (10 minute walk) and have well defined edges and boundaries.

A key component of this Comprehensive Plan update is the introduction of a recommended city-wide neighborhood planning initiative. The neighborhood plans are tailored toward the needs of individual neighborhood. They will ensure the neighborhoods remain livable, stable and successful as the region continues to grow and the City continues to evolve.



The Vision Statement and Core Community Values

Special Districts

Special Districts are unique development types customized to a particular location and development opportunity. Special Districts are predominantly a single use development, typically involving either industrial or office land uses. Special Districts range in density and intensity. Public spaces are seldom integrated within the development and are more often adjacent, or nearby the special district. Special districts within Louisville include: Centennial Valley, Coal Creek Business Park, Phillips 66 and the Colorado Technology Center.



Parks and Open Space

Parks and Open Spaces are development types to be considered in Louisville. Parks and Open Spaces are predominantly a single institutional or civic use, in which retailing and entertainment opportunities may be temporarily allowed through a license agreement with the City. Parks and Open Spaces range in size and activity levels. The Parks and Open Spaces system is guided by the Parks Recreation Open Space and Trails (PROST) Master Plan, a companion document to the Comprehensive Plan.



THE FRAMEWORK

The Framework uses the new character zone language outlined in the previous section to graphically represent the City of Louisville's adopted Vision Statement and Core Community Values. The Framework also represents a Long-Range Integrated Land Use, Transportation and Natural Resource Plan for the City. These elements provide a specific strategy for enabling the City to review and modify its land development regulations and assist in prioritizing the City's Capital Improvement Program. Together, the Vision Statement, the Core Community Values and the Framework establish community expectations and provide policy guidance for the anticipated areas of change and stability in the City.

The Framework's composition of land uses enables a place for existing and future residents to live, work, shop, and play. The composition of uses ensures a fiscal balance to maintain the City's high quality of services. The Framework also positions the City to capitalize on sound market strategies that will allow the City's revenue generating land uses to stay competitive with neighboring municipalities and the surrounding region.

The core component of the Framework is the identification and development of three mixed use urban centers in the City over the next twenty years.

1. Downtown / the Highway 42 Revitalization District;
2. Highway 42 and South Boulder Road; and,
3. McCaslin Boulevard.

The Framework also designates McCaslin Boulevard (North of Cherry Street and South of Via Appia), South Boulder Road (east of Via Appia), and HWY 42 (north of South Boulder Road) as urban corridors. The special districts of the City are defined to include Centennial Valley, Coal Creek Business Park, the Colorado Technology Center, 96th Street, Dillon Road, and the Phillips 66 property.

The plan identifies various suburban, urban, and rural neighborhoods throughout the City and outlines the parks and open space areas within the City. The follow-

ing section describes what is envisioned through the City's Vision Statement and Core Community Values and graphically represents it within the Framework.

Street Types and Land Use

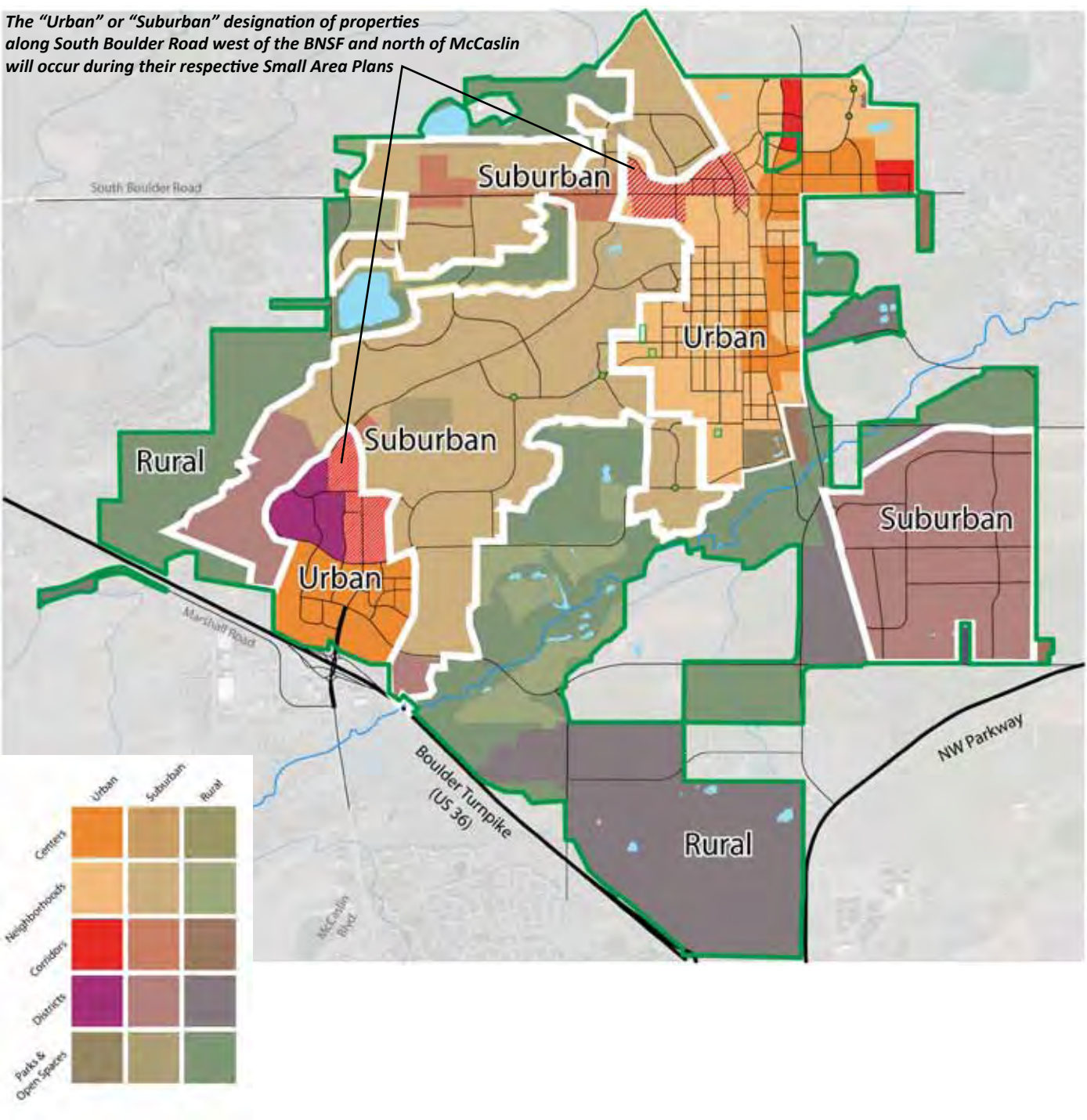
The land uses envisioned in the Framework's Center and Corridor development types, are determined by the street types in each area. This Comprehensive Plan identifies four types of streets in the Center and Corridor development types: Retail Primary and Secondary Streets and Mixed Use Primary and Secondary Streets.

Retail Primary Streets are those streets best positioned for retail success. The traffic volumes and visibility these streets provide requires the provision of retail land uses on the ground floor of the buildings adjacent to them. Other commercial uses may be located on a second story, above the ground floor retail use. Residential land uses are not found on Retail Primary Streets.

Retail Secondary Streets have the potential for retail success, but their location and traffic volumes suggest that other commercial uses, such as office, may present a more economically viable land use option. Retail land uses should be clustered in key locations on secondary streets where visibility and access exist. Residential land uses are not found on Retail Secondary Streets.

Mixed Use Primary Streets are those streets that are located and designed for a mix of complementary uses. These streets may function as the center of a larger mixed use district, and as such are ideally situated for pedestrian activated ground floor commercial uses. Residential uses may occupy the upper floors of a mixed use building on a Mixed Use Primary Street.

Mixed Use Secondary Streets are found in mixed use districts, but they are not located in the heart, or center, of the district. The location of the streets and the corresponding reduced traffic volumes suggest that uses other than retail or office may be more appropriate on the ground floor of buildings fronting the street. Residential uses may be the sole use in a building located on a Mixed Use Secondary Street.



The Framework

DOWNTOWN AND THE HIGHWAY 42 REVITALIZATION DISTRICT

The combination of Downtown Louisville and the HWY 42 Revitalization District is the only one of the three urban centers identified in the Framework that currently operates as an urban center. Historic Downtown Louisville presently has a mix of land uses within a walkable and integrated urban pattern. Future efforts in this center will continue to encourage a healthy and vibrant downtown consisting of a mix of supporting businesses and residences. This Framework looks to build on the success of Downtown Louisville in the HWY 42 Revitalization District.

The existing HWY 42 Revitalization Plan calls for a mix of residential housing types, commercial retail and office areas, and parks and public spaces on the east side of the railroad tracks. As the Downtown and HWY 42 Revitalization District Urban Center continues to evolve, focus should be placed on policy and infrastructure improvements which enable these two areas to evolve as one well connected and cohesive urban center.

Land Use Mix

The Downtown and Highway 42 Revitalization District Urban Center is intended to include a mix of uses through the entirety of the center, and within individual buildings. The Center will include a mix of Mixed Use Primary and Secondary Streets, and the land uses envisioned will follow those highlighted in the following table. The assignment of the street types in this sub-

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

- A
- Allowed
- A*
- Allowed above ground floor
- E
- Either retail or office required on ground floor
- G
- Required on ground floor
- N
- Not allowed

district will be determined during a separate Planning initiative.

Parking: Shared parking environment where visitors park once and visit multiple locations without moving their automobile.

Fiscal Performance: Land use mix demonstrates positive fiscal benefits

Density Range:
Floor Area Ratio: 1.0 – 2.0 with an overall average of 1.5
Unit per Acre: Up to 25 DU/Acre

Building Height: 2-3 Stories

Building Form and Design

1. Buildings front the street and the ground floor is activated on primary retail streets.
2. Human-scaled buildings.
3. Pedestrian design detailing on all building ground floors and around public gathering spaces.
4. The growth of the Center will preserve the character and scale of the neighborhoods within the Old Town Overlay District (Little Italy, Miners Field, and Old Town).

Infrastructure

Streets: Reduced speed and multimodal
Block Length: 300-400 Feet
Public Spaces and Trails: Interconnected and integrated into the urban center and nearby open spaces

Design Standards

Downtown - Downtown Framework; Downtown Design Handbook; and, Downtown Parking and Pedestrian Action Plan.
Revitalization District - Mixed Use Development Design Standards and Guideline and Highway 42 Framework Plan.

Policies

1. Continue to recognize historic buildings are an integral part of downtown’s character and success, and develop a Preservation Master Plan for residential and commercial structures with historic eligibility.
2. Encourage a diversity of housing types and provide a transition in scale from higher density uses in the core of the Urban Center to the adjacent neighborhoods.
3. Promote the development of additional public parking and parking management strategies to efficiently use parking resources, ensure a walkable environment, and alleviate potential parking constraints as the Urban Center continues to redevelop.
4. Continue to promote the vitality of the downtown through marketing (such as new identification and directional signs) and collaboration with the Chamber of Commerce, Business Retention and Development Committee, and the Downtown Business Association, as well as supporting destination venues such as the Louisville Street Faire, the Steinbaugh Pavilion, Memory Square, the Louisville Arts Center and the Community Park.
5. Encourage business diversity through strategic public infrastructure improvements and business assistance which encourages new private investment and business development.
6. Complete the necessary street network, pedestrian, and bicycle connections between the Downtown Area and the Highway 42 Revitalization District to provide travel choices, stabilize existing neighborhoods and create one cohesive urban center.
7. Promote safe connections for all transportation modes across major transportation corridors and between adjacent commercial areas.

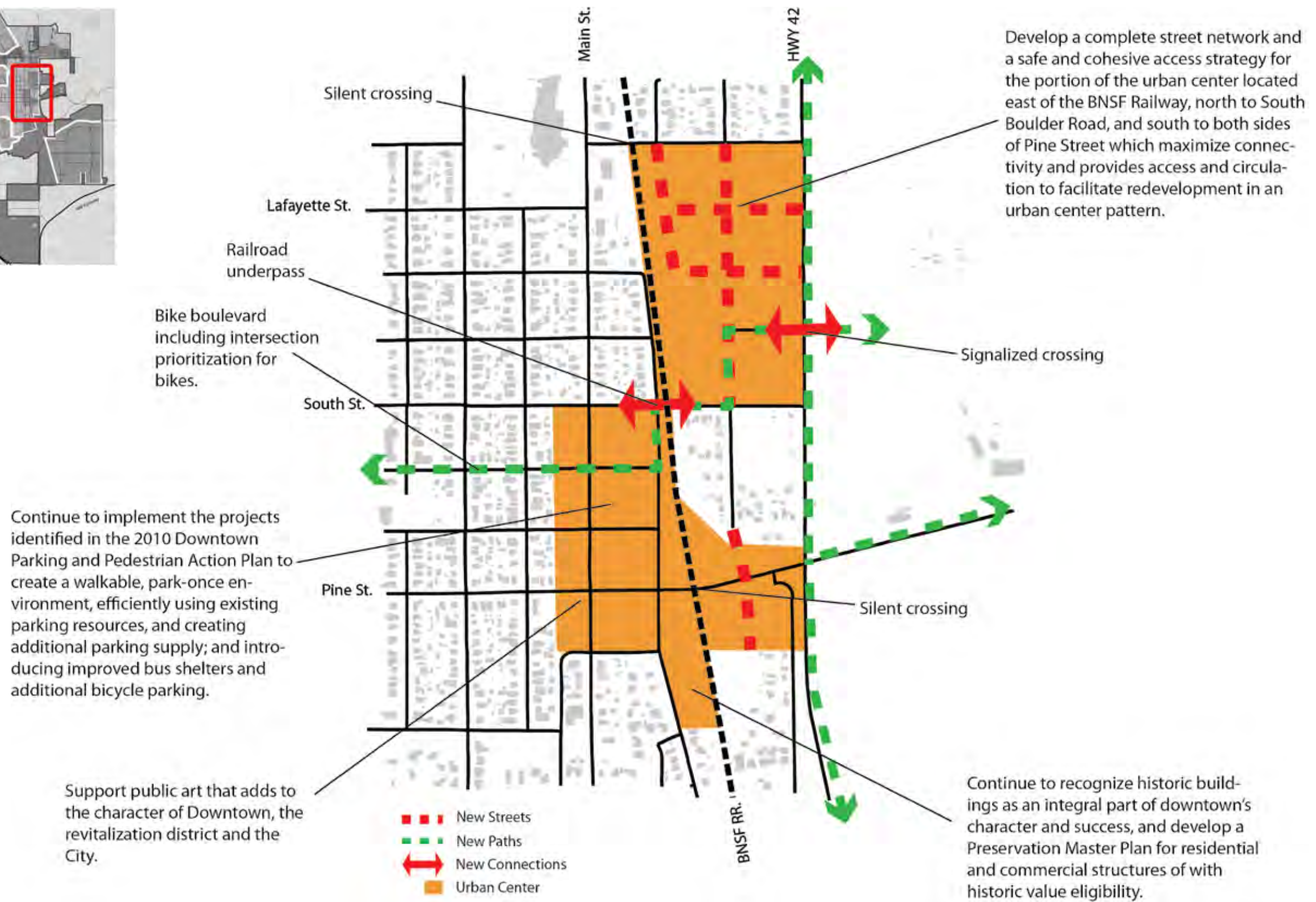
Pedestrian crossings should be completed across HWY 42 and under the existing rail tracks to ensure safe pedestrian passage.

8. Develop a complete street network and a safe and cohesive access strategy for the portion of the urban center located east of the BNSF Railway, north to South Boulder Road, and south to both sides of Pine Street which maximizes connectivity and provides access and circulation to facilitate redevelopment in an urban center pattern.
9. Promote the health of downtown through a traditional development pattern and pedestrian scaled redevelopment including expansion of business and housing opportunities.
10. Continue to implement the projects identified in the 2010 Downtown Parking and Pedestrian Action Plan to create a walkable park once environment, efficiently using existing parking resources, creating additional parking supply; and introducing improved bus shelters and additional bicycle parking.
11. Support public art initiatives which add to the character of Downtown, the Revitalization District and the City.
12. Street network enhancements should only occur concurrent with the approved development, or redevelopment of a property, or neighborhoods.

The Framework



Location Map



The Framework

MCCASLIN BOULEVARD (SOUTH OF CHERRY)

The McCaslin Boulevard Urban Center will serve as the focal point for a regionally significant commercial activity center. Future public and private investment is needed to transform this area from an auto oriented suburban retail center, to a walkable mixed-use transit supportive urban center. As properties redevelop over time, attention will be given to enabling a more interconnected block structure that introduces a walkable street network, and the possibility of a mixture of uses, to an area that currently consists of large single purpose properties. The block structure in the McCaslin Boulevard Urban Center will allow for larger blocks than those found in Old Town, but basic connectivity through the Center will be enhanced over time.

The forthcoming Diverging Diamond Interchange and Bus Rapid Transit (BRT) center located at the McCaslin and US Highway 36 interchange will provide increased vehicle capacity and regional transit options that will support higher intensity development infill opportunities. While the entire Urban Center will benefit from the enhanced transit service along US 36, the area surrounding the BRT stop should realize a higher development potential. The McCaslin Boulevard Urban Center shall remain the City of Louisville’s primary retailing center and will have the highest intensity of development in the City.

Land Use Mix

The McCaslin Boulevard Urban Center shall remain the City’s primary retail center that is supported by a mix of land uses including office and residential. The center will support a vertical mix of land uses with single use residential buildings permitted only in proximity to and a relationship with adjacent to existing residential areas. The Center is intended to include Retail Primary and Secondary Streets and Mixed Use Primary and Secondary Streets. The location and classification of these streets will be determined during the creation of a small area plan for the McCaslin Boulevard Urban Center.

Parking: Majority on-site private parking associated with a particular use. Shared

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

A Allowed
A* Allowed above ground floor
E Either retail or office required on ground floor
G Required on ground floor
N Not allowed

parking facilities encouraged in the vicinity to the BRT Station.

Fiscal Performance: Land use mix demonstrates strong fiscal benefits

Density Range:
Floor Area Ratio: Average of 1.0
Unit per Acre: Up to 30 DU/Acre

Building Height: 2-3 Stories. A 4th story allowed only if view sheds are preserved, shading impacts are mitigated, and the public realm is not adversely impacted.

- Building Form and Design**
- Ground floor oriented towards the street
 - Ground floor activated with retail and commercial uses and pedestrian scaled development
 - Provide buildings which transition in scale from adjacent uses

Infrastructure
Streets: Reduced speed and multi-modal
Block Length: 300-600 Feet
Public Spaces and Trails: Public gathering spaces and focal points on both sides of McCaslin Boulevard. Trails integrated into the urban center and transitioning to Davidson Mesa.

Design Standards

Future development will be guided by a Small Area Plan which will allow for flexibility in the urban center to enable emerging market retail, office, residential and mixed use trends to develop as long as the desirable form of the center is maintained.

The Commercial Development Design Standards and Guidelines (CDDSG) currently guide design in the urban center. These guidelines were created for an auto-centric suburban single-use commercial environment, and do not provide flexibility for a changing commercial retail market. The small area plan will address building placement, block structure, landscaping, and signage requirements consistent with the urban center character, and shall replace the CDDSG in governing the design character of the Urban Center.

Policies

- Build upon the planned Diverging Diamond Interchange and the BRT Station to provide a higher intensity mix of interdependent and compatible land uses with quality access to transit opportunities.
- Encourage higher intensity transit oriented development within proximity of the BRT station.
- New residential uses should first be introduced in proximity to and a relationship with existing residential areas.
- Introduce public gathering spaces on both the east and west side of McCaslin Boulevard which will help to create an identity for the area and allow for public events.
- Retain commercial retail land supply and promote the retention of existing commercial development as a primarily regional retail center.
- Enhance the City’s regional retail opportunities at the US 36 and McCaslin Boulevard interchange.

- Emphasize retention of commercial retail uses as a component of any transit oriented development.
- Increase pedestrian connectivity across McCaslin Boulevard and between employment centers, retail areas, and public land areas within the Urban Center transforming McCaslin Boulevard from a barrier, to the feature that connects both sides of the urban center.
- Promote safe connections for all transportation modes across major transportation corridors and between adjacent commercial areas.
- Provide safe pedestrian crossings of McCaslin Boulevard to assist in the integration of both sides of the street. Promote site planning design standards that support and facilitate pedestrian and bicycle access and alternative modes of transportation.
- New gateway features and wayfinding should reinforce the McCaslin Boulevard interchange area as a primary entryway to the City.
- Support public art and amenities that add to the character of the McCaslin Boulevard Urban Center and the City.
- Areas west of McCaslin Boulevard should not include any Mixed Use streets.
- Residential development may be allowed east of McCaslin if it is incorporated into a development proposal which provides exceptionally strong fiscal and economic benefits to the City.



Location Map

Increase pedestrian connectivity across McCaslin Boulevard and between employment centers, retail areas, and public land areas within the Urban Center transforming McCaslin from a barrier into being a feature that connects both sides of the urban center.

Build upon the planned Diverging Diamond Interchange and the Bus Rapid Transit Station to provide a higher intensity mix of interdependent and compatible land uses with easy access to transit opportunities.

- New Streets
- New Paths
- Urban Center
- Connectivity Seam
- Leverage Transit Opportunity



New residential uses should first be introduced in proximity to and a relationship with existing residential areas.

Introduce public gathering spaces on both the east and west side of McCaslin which will help to create an identity for the area and allow for public events.

New gateway features and wayfinding should reinforce the McCaslin interchange area as a primary entryway to the City.

The Framework

HIGHWAY 42 AND SOUTH BOULDER ROAD

The Highway 42 and South Boulder Road Urban Center will bring the separate parcels surrounding the Highway 42 and South Boulder Road intersection into one cohesive center. As properties redevelop in this area, attention will be paid to introducing a more connected street grid creating smaller parcels which relate to one another in an urban and walkable mixed use environment. Commercial land uses and higher density residential uses will concentrate along the South Boulder Road and Highway 42 intersection while lower density residential uses should locate away from the main arterials to provide a transition to the existing neighborhoods.

Land Use Mix

The Highway 42 and South Boulder Road Urban Center is intended to include a mix of uses. This center will include a mix of Retail Primary and Secondary Streets and Mixed Use Primary and Secondary Streets. The location and classification of these streets will be determined during the creation of a small area plan for the Highway 42 and South Boulder Road Urban Center.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

A	Allowed
A*	Allowed above ground floor
E	Either retail or office required on ground floor
G	Required on ground floor
N	Not allowed

Parking: On-site private parking associated with a particular use. Allowance for shared parking agreements

Fiscal Performance: Land use mix demonstrates positive fiscal benefits

Density Range:
Floor Area Ratio: Average of 1.0 FAR
Unit per Acre: Up to 30 DU/Acre

Building Height: 2-3 Stories

Building Form and Design

- Ground floor oriented towards the street.
- Ground floor activated with retail and commercial uses and pedestrian scaled development.
- Provide buildings which transition in scale to adjacent neighborhoods.

Infrastructure

Streets: Slow speed and multimodal with emphasis on creating livable and urban arterial roadways (South Boulder Road and HWY 42).
Block Length: 300-400 Feet
Public Spaces and Trails: Public gathering spaces and focal points on both sides of HWY 42 interconnected and integrated into the urban center and transitioning through the center to the surrounding trail network and open space.

Design Standards

A small area plan should be completed to further define the desired form of development in the Highway 42 and South Boulder Road Urban Center. The majority of the center is currently regulated by the Commercial Development Design Standards and Guidelines (CDDSG). These guidelines were created for an auto-centric suburban commercial environment, and they do not address the type of urban center development envisioned in this Comprehensive Plan. The small area plan will address building placement, block structure, landscaping, and

signage requirements consistent with the urban center character and shall replace the CDDSG in governing the design character of the Urban Center.

New design guidelines should be created which address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City. The Mixed Use Development Design Standards and Guidelines will continue to provide design guidance for the portion of the center located in the Revitalization District.

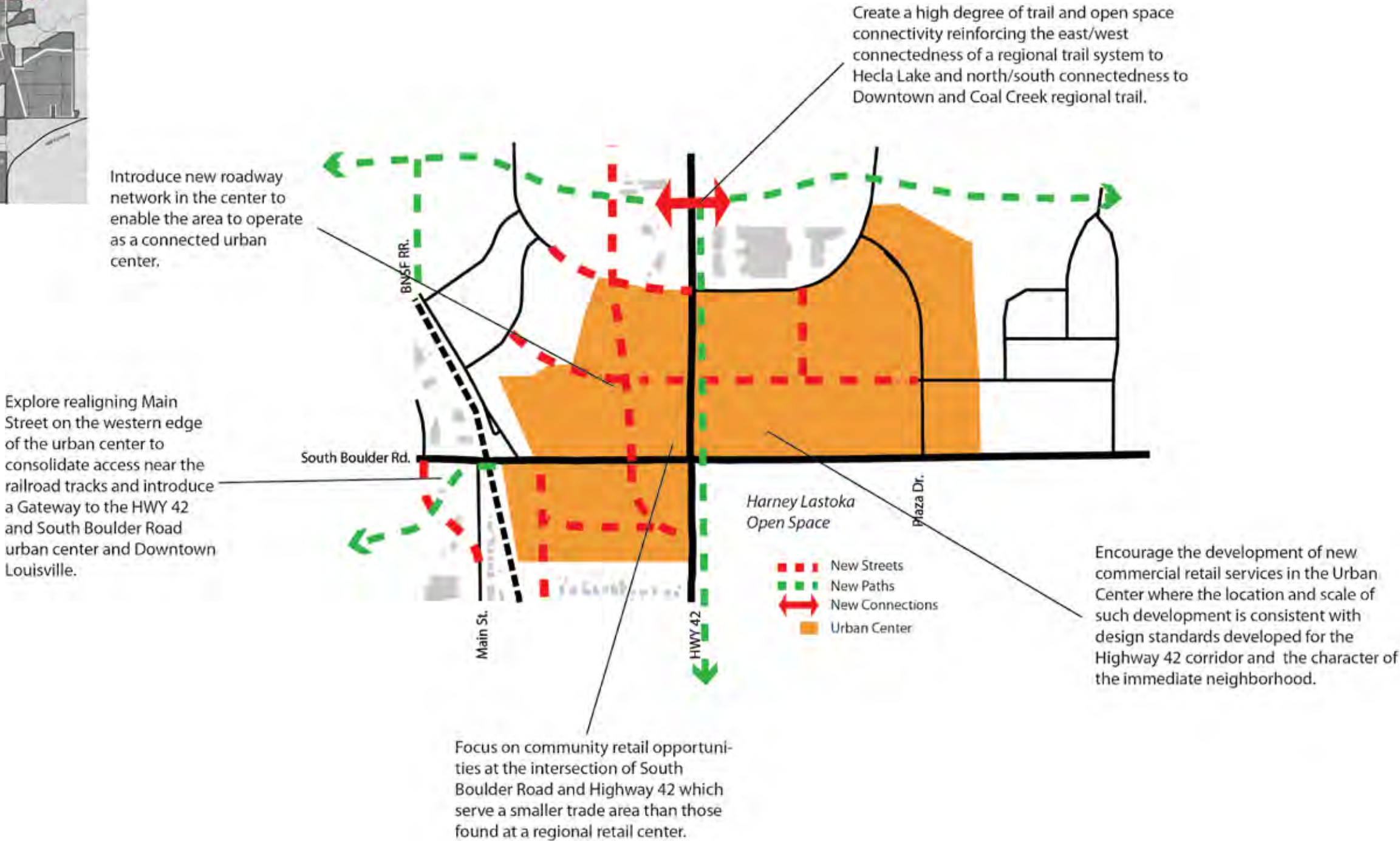
Policies

- Include a mix of low to higher density residential and commercial neighborhood services.
- Transition from higher intensity uses at the core of the center to lower density uses at the neighborhoods on the periphery of the center
- To encourage the economic health of existing shopping centers, leverage public investment for infrastructure improvements and business assistance packages to stimulate private redevelopment.
- Focus on community retail opportunities at the intersection of South Boulder Road and HWY 42 which serve a smaller trade area than those found at a regional retail center.
- Introduce new roadway network in the center to enable the area to operate as a connected urban center. Medium to high density residential areas should be located with proximity to and pedestrian access to public transportation, neighborhood parks and trail connections and commercial services.
- As redevelopment occurs, introduce roadway network to enable a variety of redevelopment possibilities. The City should cooperate with the City of Lafayette and Boulder County to secure access between Hecla Lake, Waneka Lake, and Coal Creek.

- Create a high degree of trail and open space connectivity reinforcing the east/west connectedness of a regional trail system to Hecla Lake and north/south connectedness to Downtown and Coal Creek regional trail.
- Explore realigning Main Street on the western edge of the urban center to consolidate access near the railroad tracks and introduce a Gateway to the HWY 42 and South Boulder Road urban center and Downtown Louisville.
- Connect the Highway 42 and South Boulder Road Urban Center to the rest of Louisville by the introduction of new roads, trail connections, and pedestrian crossings of the railroad tracks, South Boulder Road, and HWY 42.
- Encourage development of new commercial retail services in the Urban Center where the location and scale of such development is consistent with design standards developed for the HWY 42 corridor and the character of the immediate neighborhood.
- Louisville Plaza shopping center should not include any Mixed Use streets.



Location Map



The Framework

SOUTH BOULDER ROAD AND HIGHWAY 42 CORRIDORS

South Boulder Road Suburban Corridor (West of Via Appia)

South Boulder Road begins as a Suburban Corridor at City limits and remains one as it travels east to Via Appia. As a Suburban Corridor, South Boulder Road’s main function is to move all modes of transportation through the corridor and to provide access to the neighborhoods and commercial uses surrounding the corridor. The South Boulder Road Suburban Corridor contains a horizontal mix of uses including residential and commercial. The parcels in the suburban corridor are mainly connected along South Boulder Road and the land uses are setback from the roadway or buffered from it through landscaping. In this fashion, South Boulder road serves as an edge between the uses on either side of it. Safe pedestrian and bicycle crossings at key locations are needed to safely connect both sides of the corridor.

South Boulder Road Urban Corridor (East of Via Appia)

The South Boulder Road Urban Corridor runs adjacent to South Boulder Road beginning at Via Appia and extending east to the railroad tracks where it feeds into the Highway 42 and South Boulder Road Urban Center. After leaving the Urban Center, South Boulder Road transitions back to an urban corridor until it leaves City limits. The urban corridor section of South Boulder Road begins the transition of the road from a suburban edge where the road is a division between land uses on either side of it, to an urban seam where the land uses in the corridor begin to engage with the road instead of turning their back on it. Development in the urban corridor section of South Boulder Road has a high degree of linear (east/west) connectivity between parcels and transitions to adjacent neighborhoods at the back of the corridor through the scaling down of buildings and the introduction of landscape buffers. The South Boulder Road urban corridor provides a transition to the Downtown and the Revitalization District urban center, and the Highway 42 and South Boulder Road urban center.

Highway 42 Urban Corridor

The Highway 42 Urban Corridor begins at the City limits adjacent to Paschal Drive and continues south on the

west side of Highway 42 until transitioning to the urban Center at Hecla Drive. This urban corridor focuses on commercial opportunities including office and neighborhood retail along with higher density housing in close proximity to the roadway. The land uses along the corridor will transition and provide connections to the lower density residential uses found on the outer edge of the corridor. Pedestrian and bicycle safe connections will be constructed across Highway 42 to connect users to the amenities on either side of the corridor, and provide regional trail connectivity.

Land Use Mix

Urban Corridors include a mix of uses including residential, commercial, retail, and park land. The South Boulder Road Corridor and Highway 42 Corridor is a combination of Mixed Use Primary and Secondary Streets. The location and classification of these street segments will be determined during the creation of a small area plan for the Highway 42 and South Boulder Road Corridors. The following table provides an overview of the land uses envisioned in the South Boulder Road and Highway 42 Corridors.

Parking: Majority on-site private parking associated with a particular use. Allowance for shared parking agreements in urban corridors.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

A Allowed
A* Allowed above ground floor
E Either retail or office required on ground floor
G Required on ground floor
N Not allowed

Fiscal Performance: Land use mix demonstrates positive fiscal benefits in the urban corridor, and may demonstrate neutral fiscal returns in suburban corridors.

Density Range:

Floor Area Ratio - Urban Corridors:
Fronting the Arterial – Up to 1.0 FAR
Not fronting the Arterial - Up to .5 FAR
Floor Area Ratio - Suburban Corridors: Less than .25 FAR
Units per Acre - Urban Corridors: Up to 25 DU/Acre
Units per Acre - Suburban Corridors: Up to 15 DU/Acre

Building Height:

Urban Corridors: 2-3 Stories
Suburban Corridors: 2 Stories

Building Form and Design

Urban Corridors: Ground floor is oriented towards the Arterial Road and/or a secondary street. Provide buildings which transition in scale and mass to adjacent neighborhoods on the back of the property

Infrastructure

Streets - Urban Corridor Arterials: Reduced speed accommodating all modes and including safe pedestrian and bicycle crossings
Street - Suburban Corridor Arterials: Higher speed streets with safe pedestrian and bicycle crossings at key locations
Block Length - Urban Corridor: 300-400 Feet
Block Length - Suburban Corridor: 300–600 Feet
Public Spaces and Trails: Integrated into and transitioning through the corridor

Design Standards

There is currently no cohesive design guidance for the urban and suburban corridors in the City. The Commercial Development Design Standards and Guidelines (CDDSG) regulate commercial development, and various planned unit developments and other residential zoning standards govern residential development. The small area plan for the corridor will address building placement, block structure, landscaping, and signage require-

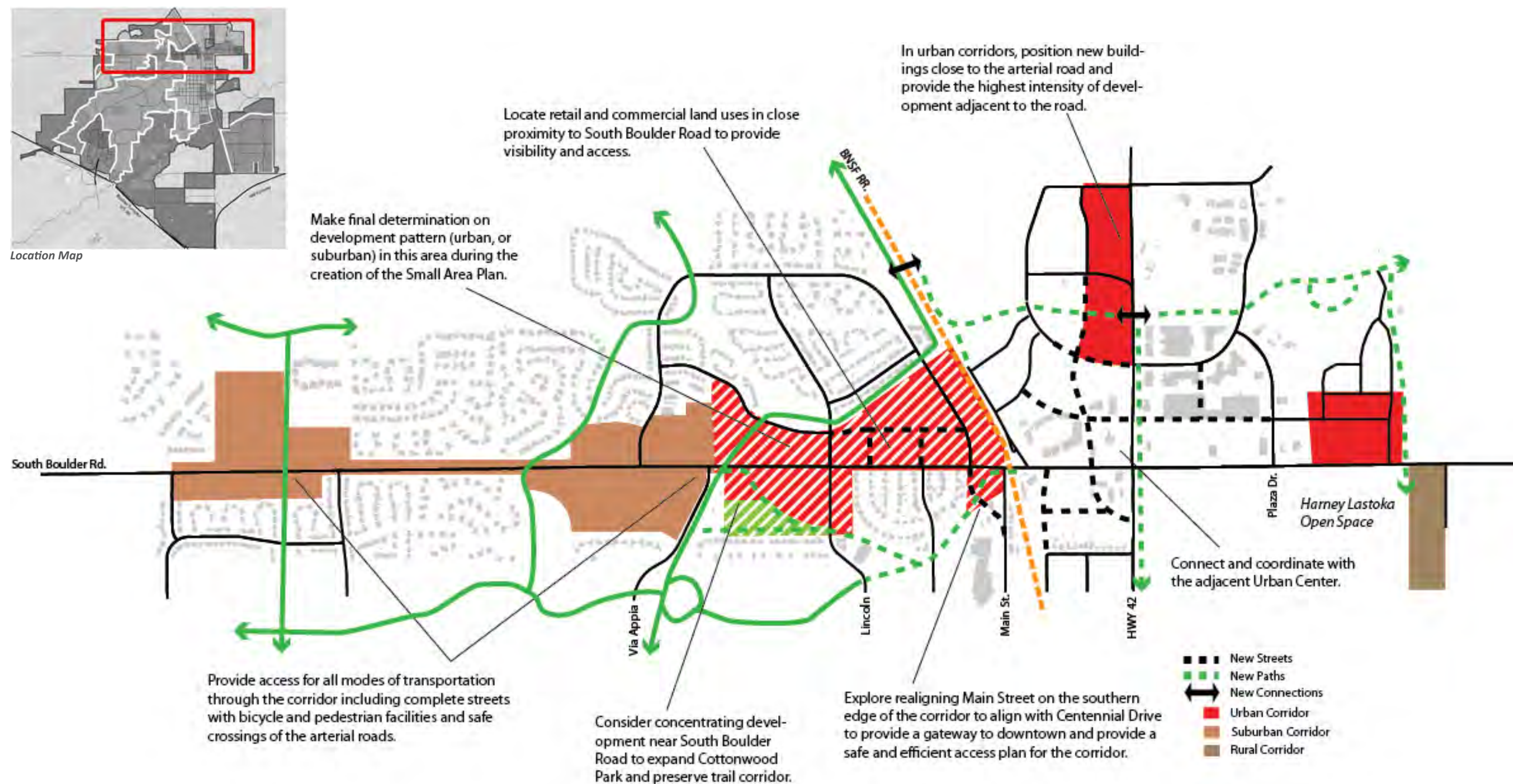
ments consistent with the urban center character and shall replace the CDDSG in governing the design character of the Urban Corridor.

New design guidelines should be created which address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City.

Polices

1. In urban corridors, position new buildings close to the arterial road and provide the highest intensity of development adjacent to the road.
2. Use form-based design regulations to focus on establishing a street presence along the arterial corridors
3. Locate retail and commercial land uses in close proximity to South Boulder Road to provide visibility and access.
4. Explore realigning Main Street on the southern edge of the corridor to align with Centennial Drive to provide a gateway to downtown and provide a safe and efficient access plan for the corridor.
5. Provide access for all modes of transportation through the corridor including complete streets with bicycle and pedestrian facilities and safe crossings of the arterial roads.
6. Develop a comprehensive signage and way finding strategy for the corridor.

The Framework



The Framework

MCCASLIN BOULEVARD CORRIDOR (North of Cherry Street)

McCasin Boulevard transitions from an urban center to an urban corridor from Cherry Street north to Via Appia. The land uses in this corridor will focus on the activity generated by McCasin Boulevard and will include a mix of residential, commercial and neighborhood retail uses. Linear (north/south) connections will be maintained between individual parcels in the corridor. Safe pedestrian and bicycle crossings of McCasin Boulevard will be implemented to enable safe access between the businesses, offices, and residences on either side. The McCasin Boulevard Urban Corridor transitions to a Suburban Corridor at the southeast corner of Via Appia and McCasin.

Land Use Mix

Urban Corridors include a mix of uses including residential, commercial, retail, and park land. The McCasin Boulevard Corridor is a combination of Mixed Use Primary and Secondary Streets. The location and classification of these street segments will be determined during the creation of a small area plan for the McCasin Boulevard Corridor. The following table provides an overview of the land uses envisioned in the McCasin Boulevard Corridor.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

A	Allowed
A*	Allowed above ground floor
E	Either retail or office required on ground floor
G	Required on ground floor
N	Not allowed

Parking: Majority on-site private parking associated with a particular use. Allowance for shared parking agreements.

Fiscal Performance: Land use mix demonstrates positive fiscal benefits.

Density Range:
Floor Area Ratio:
Fronting McCasin Boulevard – Up to 1.0 FAR
Not fronting McCasin Boulevard - Up to .5 FAR
Units per Acre: Up to 30 DU/Acre

Building Height: 2-3 Stories

Building Form and Design
Ground floor is oriented towards McCasin Boulevard and/or a secondary street. Provide buildings which transition in scale to adjacent neighborhoods.

Infrastructure
Streets – McCasin Boulevard: Transitioning to lower speeds which accommodate all modes of travel in an urban environment, and including safe bicycle and pedestrian crossings.
Block Length: 300-600 Feet
Public Spaces and Trails: Integrated into and transitioning through the corridor

Design Standards
There is not currently cohesive design guidance for the McCasin Boulevard urban corridor. The Commercial Development Design Standards and Guidelines regulate new commercial development, and various planned unit developments and other residential zoning standards govern residential development. Unified standards should be created that help to create a cohesive linear corridor with a mix of uses. Setbacks and landscaping standards should be revised to enable visibility of commercial structures and a unified signage and wayfinding program should be implemented.

The small area plan for the corridor will address building placement, block structure, landscaping, and signage

requirements consistent with the urban center character and shall replace the CDDSG in governing the design character of the Urban Corridor.

Form-based design regulations should be used to focus on establishing a street presence along McCasin Boulevard with both single use commercial buildings and mixed use residential buildings.

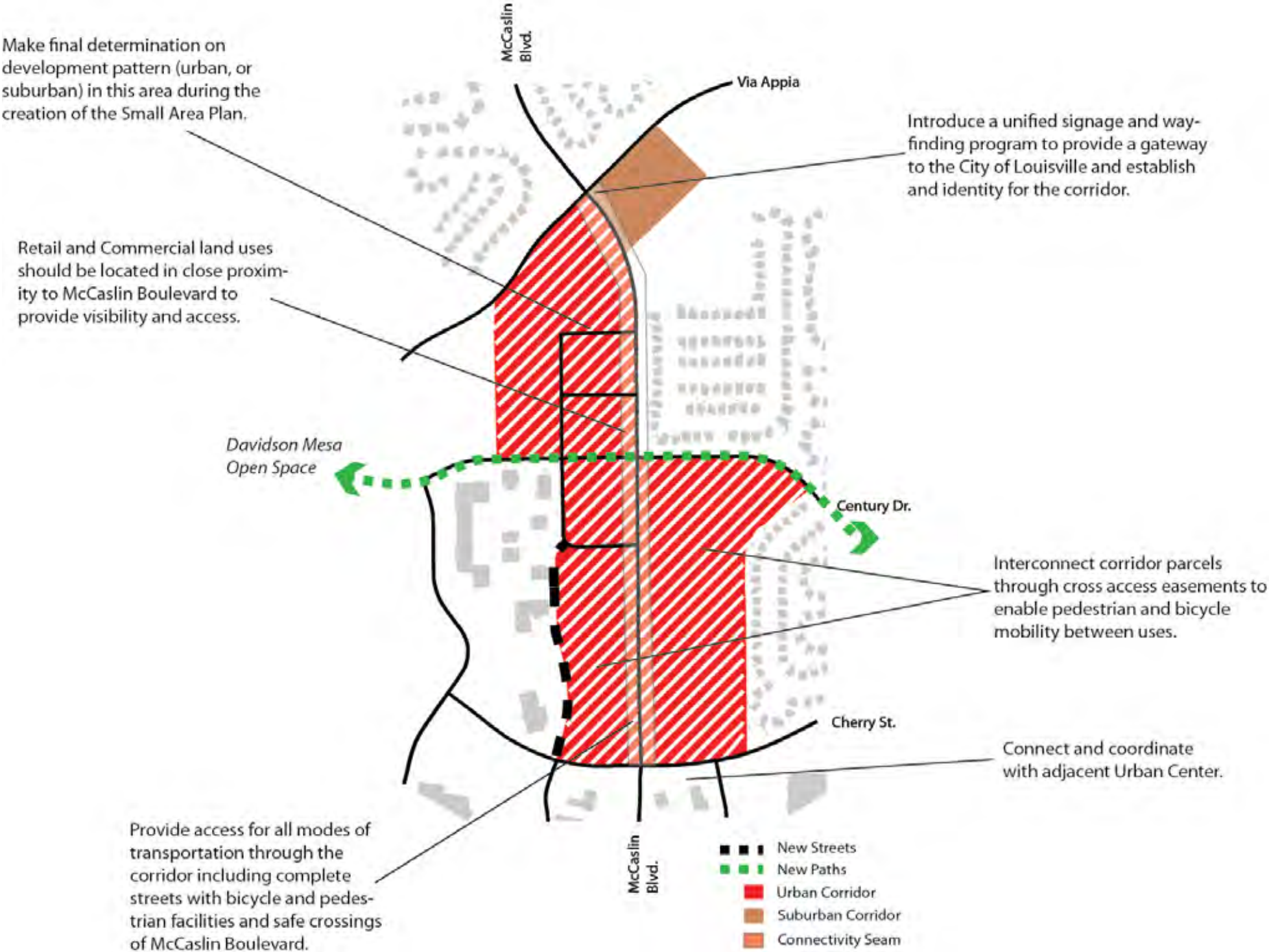
New design guidelines should be created which address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City.

Policies

1. Position new buildings close to the street and provide the highest intensity of development on the Roadway. Interconnect corridor parcels through cross access easements to enable pedestrian and bicycle mobility between uses.
2. Retail and Commercial land uses should be located in close proximity to McCasin Boulevard to provide visibility and access.
3. Use form-based design regulations to focus on establishing a street presence along the arterial corridors.
4. Introduce a unified signage and wayfinding program to provide a gateway to the City of Louisville and establish and identity for the corridor.
5. Provide access for all modes of transportation through the corridor including complete streets with bicycle and pedestrian facilities and safe crossings of McCasin Boulevard.
6. No Mixed Use streets should be designated north of Centennial Pavillion shopping center.



Location Map



The Framework

SPECIAL DISTRICTS

Centennial Valley and Coal Creek Business Park

Centennial Valley is an office park special district located between McCaslin Boulevard and the Davidson Mesa Open Space. The portion of the Centennial Valley Business Park located to the west of Centennial Parkway is suburban and consists of single use large office parcels. The portion of the Special District located to the east of Centennial Parkway is urban and consists of smaller office parcels that are interconnected and have direct bicycle and pedestrian access to the McCaslin Boulevard urban center and urban corridor. The Coal Creek Business Park is a suburban office park Special District located adjacent to Dillon Road.

Colorado Technology Center (CTC)

The Colorado Technology Center Suburban Special District is located in the southeastern corner of the City and includes a mix of industrial, office, and research and development facilities. This Special District is a key employment center for the City and will continue to be in the future. Design standards will serve to buffer land uses of differing intensities in the special district, and maintain a high quality employment center that responds to the needs of businesses.

96th and Dillon

The 96th Street and Dillon Road Rural Special District serves as the rural gateway to the City of Louisville. The area will include a mix of commercial, institutional, and industrial uses. The uses in this special district will be separated and buffered from the surroundings roads to maintain the appearance of a rural entryway to the City.

Phillips 66

The Phillips 66 Rural Special District is located in the southern portion of the City and is currently vacant. The land in this location is a unique subarea of the City which contains vital community facilities that provide critical services to the City and also presents a unique regional development opportunity. Due to the isolated nature of this special district, it is somewhat self-contained. However, the district will remain connected to the region through US 36 and to the rest of Louisville

through pedestrian and bicycle trails.

Empire Road

The Empire Road rural special district is situated adjacent to municipal recreational fields (Louisville’s baseball and Lafayette’s future soccer) and the Mayhoffer agricultural lands. The district serves as a rural gateway to downtown Louisville and provides direct access for Old Town residents to Boulder County’s open space and the Coal Creek Trail. The area includes the City’s Wastewater Treatment Plant and the Municipal Services Building. The uses and buildings in this special district should celebrate rural entryway to Downtown Louisville and facilitate recreational connections to the Coal Creek Trail.

Land Use Mix

Each Special District’s land use mix is unique and customized to each individual area. Generally the land use mix within each area is:

- Residential:** Not Allowed
- Retail:** Encouraged in locations where the use can capitalize on the activity in the special district, or traffic on surrounding roads.
- Office:** Allowed as the single use on a parcel, or as part of a mixed commercial/industrial building
- Industrial:** Allowed as the single use on a parcel, or as part of a mixed commercial/industrial building
- Institutional:** Allowed
- Parking:** On-site private parking associated with a particular use.
- Fiscal Performance:** Land use mix demonstrates neutral fiscal benefits and positive economic benefits

Density Range:

- Floor Area Ratio - Urban:* Up to .75 FAR
- Floor Area Ratio - Suburban:* Up to .5 FAR
- Floor Area Ratio - Rural:* Up to .25 FAR

Building Height:

- Urban:* 2-3 Stories
- Suburban:* 2-3 Stories
- Rural:* 3 stories. Additional stories permitted if structures are clustered and located out of the public view shed and buffered by surrounding topography and Open Space.

Building Form and Design

Buildings are oriented towards the property they sit on and serve the unique use requirements of the property.

Infrastructure

Streets: Varied Speeds

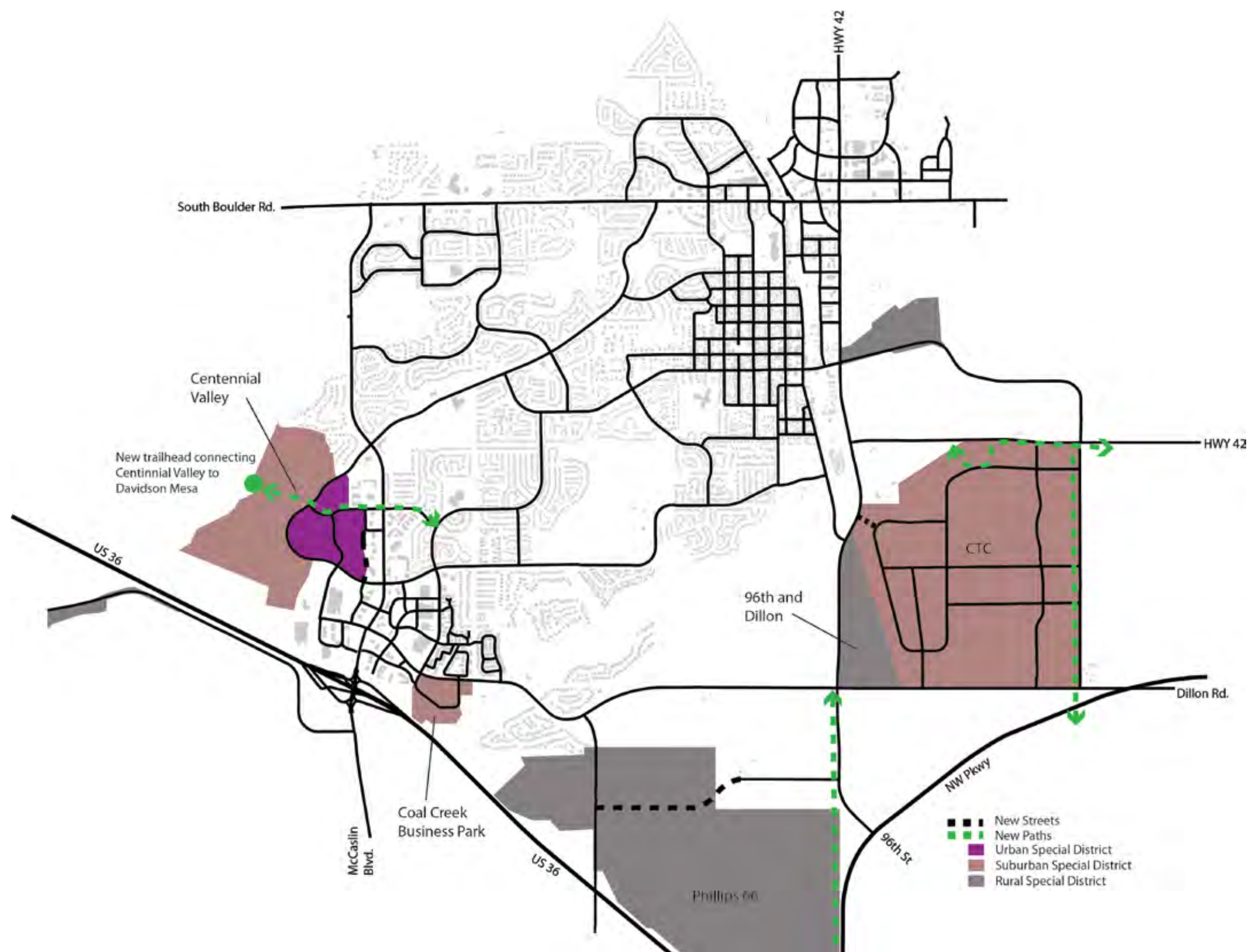
Block Length:

- Urban: 300-600 Feet
- Suburban: 1,000 – 2,000 Feet
- Rural: No defined block structure
- Public Spaces and Trails:* Serving the periphery of the district.

Policies

1. Articulate and define Special Districts’ specific character expectations in customized general development plans adopted by City Council.
2. Create walkable special districts that are connected to the rest of the City through sidewalks and pedestrian and bicycle paths.
3. Encourage internal services which meet the daily needs of the people working in the district.
4. Establish new design guidelines, replacing the CDDSG and IDDSG, to address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City.

5. Use form-based design regulations to focus on establishing a street presence along McCaslin Boulevard with both single use commercial buildings and mixed use residential buildings.



The Framework

NEIGHBORHOODS AND HOUSING (NH)

The established residential neighborhoods of Louisville are often overlooked but are of paramount importance to the citizens of Louisville residing in them. The City’s residential housing stock is aging and rehabilitation issues within residential areas will create challenges that the City must be prepared to meet. Outside of Old Town, the City’s residential areas are governed by independent Planned Unit Developments (PUDs). While these PUDs are comprehensive, they are not equipped to assist the City in providing coherent neighborhood plans and strategies for issues such as: housing rehabilitation, cut-through traffic, safe routes to school, aging infrastructure, and monitoring and maintenance of community services.

Changes in adjacent commercial and industrial land uses, particularly infill redevelopment, will also impact neighborhoods, requiring the establishment of compatible design criteria. The neighborhoods must also meet the housing goals of the City, for both current and future residents.

This Comprehensive Plan therefore recommends creating plans for each neighborhood and initiating a housing policy conversation in the City to aid in addressing these and other issues.

The residential areas of Louisville have been characterized into nine neighborhoods. The starting point was circles with half-mile radii, representing a reasonable walking distance. The neighborhoods were then formed around these circles based on geography, connectivity, housing stock, and the input of residents at the charrette and elsewhere. They are as follows:

Davidson Mesa – the homes on top of the mesa in the northwest corner of the City, stretching to both sides of South Boulder Road and bounded on the south and east by Coyote Run open space. The area is mostly larger-lot single-family homes, with a few duplexes and some office uses along South Boulder Road.

North Louisville – the central residential area north



of South Boulder Road, with the north open space to the west and the BNSF railway to the east. The area consists of single-family homes, townhomes, apartment units, and commercial and retail developments along South Boulder Road.

Hecla – the newer homes on either side of HWY 42, north of South Boulder Road and east of the BNSF railway. The area includes apartments, townhomes, single-family homes, senior housing, and significant retail development around South Boulder Road and HWY 42.

Lake Park – the houses around Lake Park on Via Appia, bounded by Coyote Run open space to the west, South Boulder Road to the north, and Old Town to the south and east. The area has apartments, townhomes, mobile homes, and single-family homes.

Hillside – the houses on the slope of Davidson Mesa, with Via Appia to the south and Coyote Run to the north, stretching across McCaslin Boulevard to the homes on the west. The area is all single-family homes, mostly on larger lots.

Old Town – the central area comprised of the Old Town Overlay Zone District, the Central Business District, and

the Mixed Use Overlay District, as well as the newer subdivisions immediately west of Old Town. The area has a diverse mix of single-family houses, both new and old, and multi-family dwellings, as well as commercial areas along Main Street and at South Boulder Road.

Fireside – the homes around Fireside Elementary, extending from Cherry Street to Via Appia and McCaslin Boulevard to Warembourg open space. The area includes mostly single-family homes, but also some apartments and townhomes.

South Louisville – the houses south of Downtown and north of Dutch Creek open space, with Warembourg open space to the west. The area is almost entirely single-family homes, with a few duplexes and townhomes.

Coal Creek – the area along Coal Creek and the golf course, south of Cherry Street and east of Dahlia Street. The area consists of single-family homes, townhomes, and apartments.

PRINCIPLE NH-1. Planning Commission shall develop and City Council shall adopt a process for the creation, adoption, and implementation of Neighborhood Plans to define and preserve the unique special qualities of each neighborhood.

Policy NH-1.1: The preparation of Neighborhood Plans may be initiated by the City at the request of residents with concurrent support from City Council.

Policy NH-1.2: The residents, property owners, and business owners within the neighborhood shall be integrally involved in the creation of the plan, and will work with staff to complete the plans that are presented to City Council for adoption.

Policy NH-1.3: The Neighborhood Planning Areas shall include the residential areas, as identified in the accompanying map, as well as the local shops and businesses that serve the area and the public facilities such as parks and schools.

PRINCIPLE NH-2. The Neighborhood Plans shall include

definitive steps to be taken by the City, including but not limited to changes in zoning or other regulatory codes and improvements in physical and social infrastructure.

Policy NH-2.1: Topics to be addressed in Neighborhood Plans include:

- Addressing issues and concerns identified by residents.
- Transitions between the neighborhood and adjacent neighborhoods and commercial and industrial areas.
- Documenting existing neighborhood character and defining desired future character.
- Compatibility of existing zoning and PUDs with current and future development.
- The adequacy and appropriateness of the street network and street design.
- Facilities for pedestrians and cyclists, including sidewalks and multi-use paths.
- Availability of parking, both on street and off street.
- Other physical infrastructure needs, including water and sewer, power and gas, telephone, cable, and internet, and other civic amenities.
- Neighborhood safety, especially safe routes to school.
- Access to parks, open space, and recreation facilities.
- Provision of and access to social and cultural services.
- Access to public transportation.

PRINCIPLE NH-3. Neighborhood Plans shall be compatible with this Comprehensive Plan and other adopted goals and policies for the City.

Policy NH-3.1: Street designs shall comply with the City’s complete streets policy and allow appropriate amounts of traffic at appropriate speeds.

Policy NH-3.2: Streets shall form an interconnected network.

Policy NH-3.3: Transportation facilities shall provide mul-

timodal accessibility for users of all ages and abilities.

Policy NH-3.4: Diverse housing opportunities shall be available for residents of varying income levels.

Policy NH-3.5: The preservation of significant historic resources shall be encouraged.

Policy NH-3.6: Neighborhood Plans shall be compatible with the City’s environmental, economic, and social sustainability.

Policy NH-3.7: Neighborhood Plans shall contribute to the sense of place and community that defines Louisville.

PRINCIPLE NH-4. The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment.

Policy NH-4.1: Housing in existing neighborhoods should be compatible with neighborhood plans.

Policy NH-4.2: Zoning designations should allow for reasonable reinvestment in existing houses while maintaining the character of the neighborhood and Louisville.

Policy NH-4.3: The voluntary preservation of historic structures should continue to be encouraged.

Policy NH-4.4: Mixed-income developments should be encouraged.

Policy NH-4.5: New developments should be compatible with existing neighborhoods and the Framework.

Policy NH-4.6: Community organizations and activities that encourage and provide housing rehabilitation and neighborhood improvements should be supported.

Policy NH-4.7: Housing should support vibrant retail and commercial centers that serve local residents.

PRINCIPLE NH-5. There should be a mix of housing types and pricing to meet changing economic, social,

and multi-generational needs of those who reside, and would like to reside, in Louisville.

Policy NH-5.1: Housing should meet the needs of seniors, empty-nesters, disabled, renters, first-time homebuyers and all others by ensuring a variety of housing types, prices, and styles are created and maintained.

Policy NH-5.2: The City should continue to work with Boulder County Housing Authority and others to ensure an adequate supply of affordable housing is available in Louisville.

Policy NH-5.3: Higher density housing should be located primarily in the centers and corridors of the Framework.

Policy NH-5.4: Potential measures to increase housing type and price diversity should be evaluated, including allowing accessory dwelling units in established neighborhoods only if the essential character of the neighborhood is can be preserved.

Policy NH-5.5: Regional changes to job and housing markets should continually be evaluated to address regional opportunities and constraints.

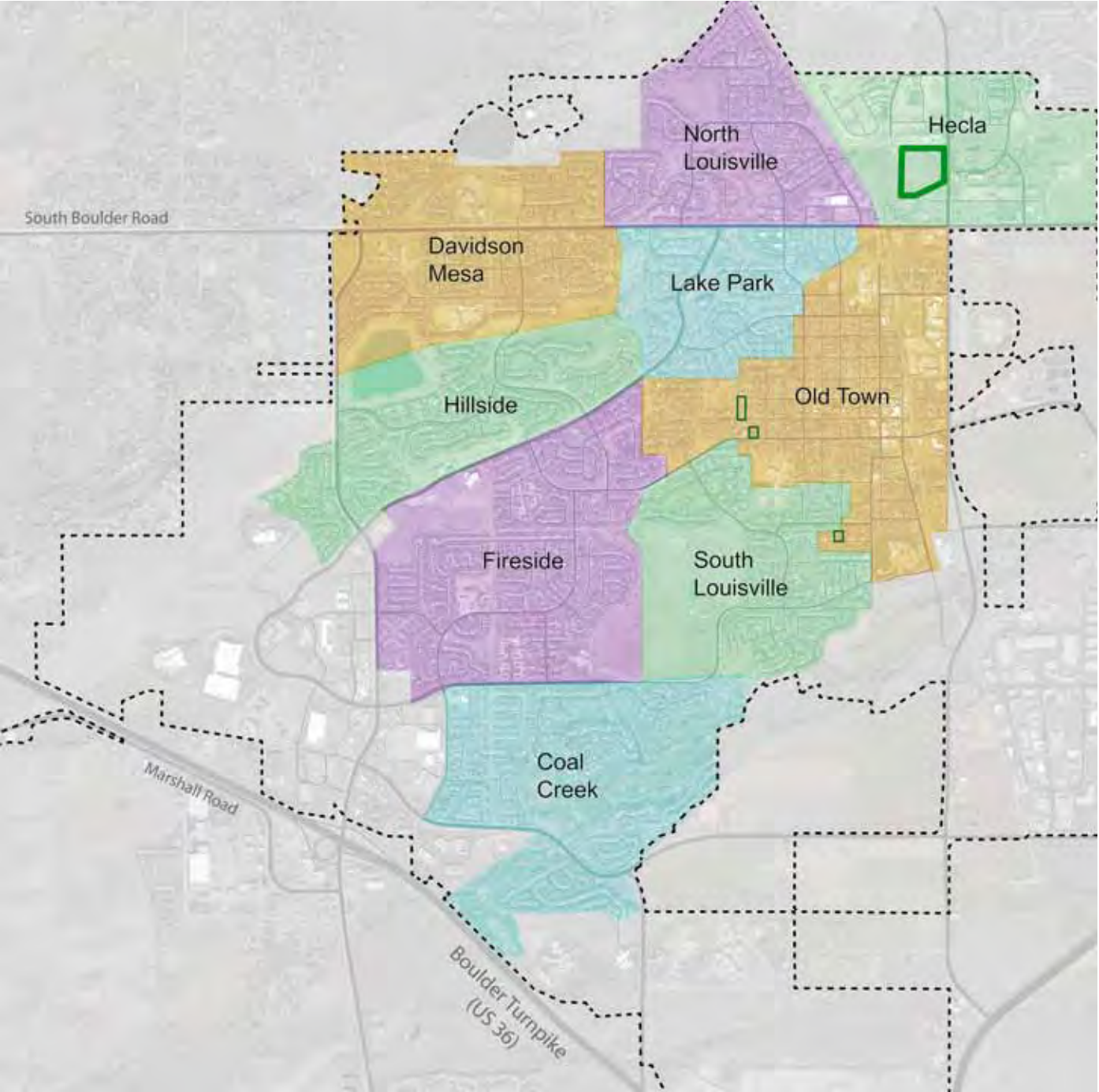
Policy NH-5.6: New housing should address defined gaps in the housing market that exist today and into the future.

Policy NH-5.7: The City should define standards for low income and affordable housing units, and consider reducing or waiving building permit and impact fees for all qualifying projects.

PRINCIPLE NH-6. The City should define City-wide goals for affordable and low-income housing through a public process.

Policy NH-6.1: The City should determine to what extent it would like to allow, encourage, or incentivize affordable and low-income housing.

Policy NH-6.2: The City should develop specific and achievable actions to meet the defined goals.



Neighborhood Planning Areas

The Framework

TRANSPORTATION, MOBILITY, & ACCESSIBILITY (TMA)

Transportation infrastructure is the foundation of city building. The form, function and character of Louisville’s transportation infrastructure and adjoining land uses are intrinsically linked – starting with the first Boulder County roads, inter-urban rail between Denver and Boulder, to the Boulder Turnpike and its interchanges. Louisville’s urban form and community character are dictated by its transportation systems. Streets provide the means and conveyance of circulation. Streets establish the block structure, organize land uses, and influence the architectural qualities of buildings. Streets are Louisville’s most immediate and accessible public space, linking parks and schools to our neighborhoods.

Background / History

Since 1878, the City of Louisville’s community form, character, and urban design have been influenced by its transportation investments. There are generally five stages of transportation investments and corresponding land use development, community growth and changes in Louisville’s community character.

Stage 1: The Embryonic Phase of Development: The historic core of Louisville grew incrementally between the 1880s and the 1960s. The City’s urban form was based on the local mining industry and was guided by the presence of the rail line and the “Kite Route”, Denver’s inter-urban railroad service to Boulder.

The pattern of Louisville’s early development was very walkable and formed what is known today as Downtown and Old Town. Louisville’s growth during this time period was primarily residential, organically expanding the original town’s street grid. Commercial development stayed within Downtown. Local groceries, goods, and services were provided to the public from various stores in Downtown including Joe’s and Ideal Markets. The form of Louisville adhered to an urban pattern of development which better accommodated pedestrians and established Louisville’s cherished small town character.

Stage 2: Major Road Infrastructure is developed: Louisville’s urban pattern changed dramatically in 1952 with the opening of the Boulder Turnpike and again in the 1960s when the toll for the Turnpike was removed and

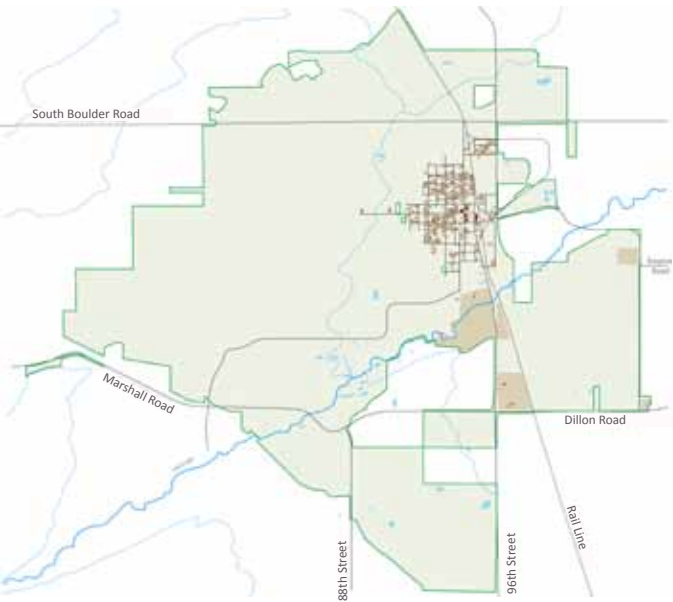
McCaslin Boulevard was first built. Between the 1960s and 1980s, Louisville experienced a significant period of growth and expansion, more than doubling the size of the City. Many new residential subdivisions were developed and the form of the City changed from urban, pedestrian-based design, to suburban, reflecting the mobility of the automobile.

The Boulder Turnpike (US 36) and South Boulder Road improvements increased the accessibility of Louisville to the Denver-Boulder region. In 1978, The Village Square Shopping Center was the first commercial development outside of Downtown and took advantage of the situation by providing a state-of-the-art grocery store capable of serving the Louisville households along with the regional customers commuting along South Boulder Road. As a result, retail services in Downtown were cannibalized by a better located regional competitor. Downtown retail eventually lost economic viability.

Stage 3: Retailing of the suburbs: Mass suburbanization of the Front Range, Boulder County, and Louisville followed the major transportation improvements between 1980 and 1995. HWY 42 was realigned; better connect-

ing Louisville to Broomfield and HWY 287. McCaslin Boulevard was widened with a reconfigured interchange at US 36. Additional retail uses were approved and constructed along McCaslin Boulevard (Sam’s Club) and South Boulder Road. Louisville Plaza (King Soopers and K-Mart) was located strategically at the intersection of HWY 42 and South Boulder Road, where it was capable of serving both Louisville and Lafayette residents along with the regional customers traveling on the two arterials. Louisville became the regional retail center of east Boulder County.

Stage 4: Employment Growth: Regional Employment growth, between 1995 and 2005, followed the newly constructed households. Growth in the Centennial Valley, Colorado Technology Center, and Interlocken (Broomfield) altered traffic patterns. Boulder was no longer the primary employment center. New transportation investments, namely the 96th Street / HWY 42 connector (over the BNSF railline) and the Northwest Parkway significantly altered north-south travel in Louisville and East Boulder County. The new connection acknowledged the emerging commuting traffic to and from Interlocken, and the US 36 Corridor.



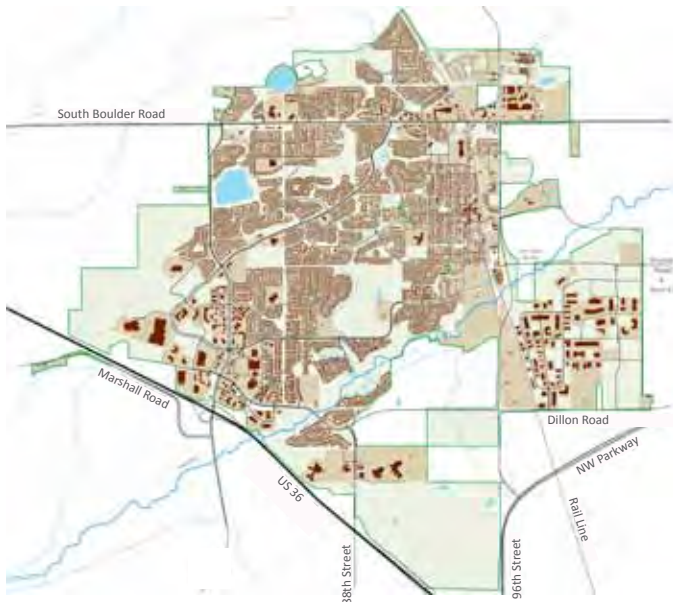
Louisville 1910



Louisville 1970



Louisville 1990



Louisville 2013

The Framework

New retailers emerged in the Louisville trade area along key regional commuting corridors, including Wal-Mart and King Soopers along US 287 and Target, Costco and Whole Foods at McCaslin Boulevard and US 36. The change in commuting patterns, the continued loss in market share, the generally built out nature of the residential areas in Louisville, and other factors have had their economic impacts on the regional retail structure of the City. Now nearly 40% of the City's sales tax revenues come from local groceries and food and beverage sales, not regional retail.

Stage 5: Maturity (What's Next?): As new development continues in neighboring jurisdictions, Louisville's vehicular traffic level of service (LOS) over the next 20 years will deteriorate from LOS C to LOS D regardless of what local development may occur in Louisville. More and more cars on Louisville roads will neither begin nor end their trips in the City. Currently, nearly 40% of all trips on Louisville streets are regional in nature without an origin or destination within Louisville. Future transportation investments in the City will be challenged to accommodate basic demands for regional traffic mobility while maintaining a LOS C and at the same time address livability and economic viability concerns internal to Louisville.

Louisville's physical expansion is near completion. Open space, City boundaries and inter-local agreements with neighboring jurisdictions limit where Louisville can annex and expand. All first generation development has been planned and entitled in Louisville except the 12 acre Alkonis property. Currently, 19% of Louisville's developable land remains vacant. However, this does not mean Louisville will not continue to evolve. Louisville's building stock will continue to age and will require improvements to remain economically viable.

Anticipated transportation projects influencing Louisville's form and character include: McCaslin Boulevard / US 36 Interchange (the Divergent Diamond Interchange and Bus Rapid Transit Station), HWY 42 redesign, and the Regional Transportation District's (RTD) Northwest Rail Corridor. Future Louisville transportation investments are prioritized toward transit and a more bal-

anced (multimodal) system. Correspondingly, Louisville growth trends for the future have shifted away from vehicular-scaled design toward a more pedestrian scaled design; from community expansion to community reinvestment, refurbishment, and redevelopment, as second and third generation development occurs in Louisville.

The construction of the managed lanes along US 36 and the Divergent Diamond Interchange at McCaslin Boulevard will introduce high capacity transit to Louisville. Current land patterns near the interchange and park-and-ride facility do not maximize the opportunities presented by the US 36 Bus Rapid Transit System.

The City's current transportation policies and regulations reflect a community focus on vehicular movement and not a more balanced multimodal transportation system. The policies support transportation actions which continue to expand street capacity and are not consistent with the realities of a community that is landlocked and experiencing second and third generation growth.

The City's current transportation regulations are aligned with regional mobility concerns and are designed to accommodate vehicular traffic, roadway capacity, and safety features for higher speeds. These policies are in direct conflict with the City's Vision Statement and many of the City's Core Community Values. Louisville's transportation priorities need to be aligned with multimodal transportation, roadway efficiency, property access, and safety features to create a balanced transportation system.

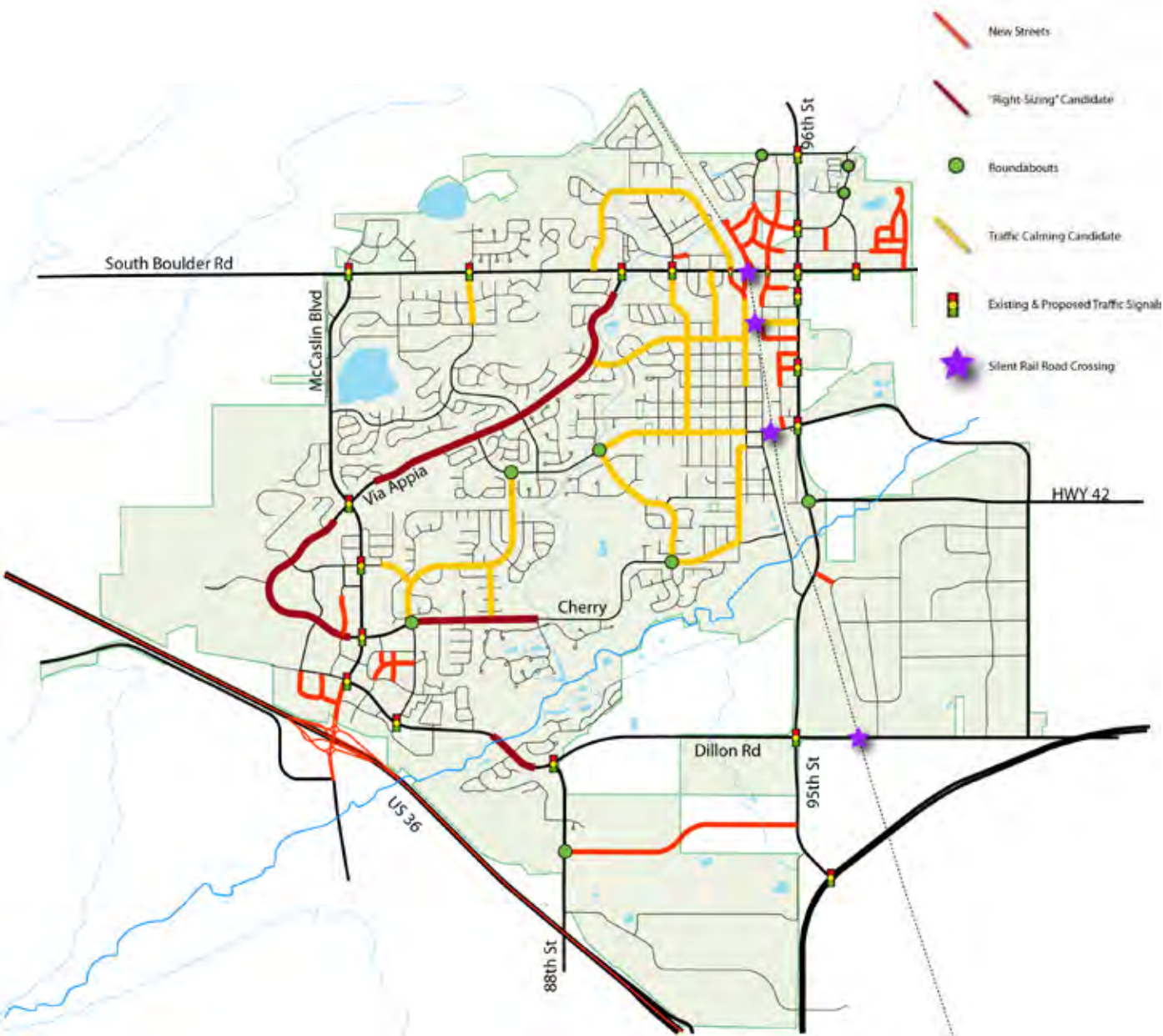
Analysis and Recommendations

Using the traffic model developed from the Denver Regional Council of Governments (DRCOG) 20 year forecasts, staff analyzed the transportation impacts associated with the endorsed development scenario. A goal of this Comprehensive Plan is to maintain vehicle LOS C unless to maintain LOS C it would be necessary to widen the street or make other capacity modifications in a way that would conflict with these desired small town transportation qualities:

- Pedestrians of all ages and abilities should be able to safely and comfortably walk along, or across a street, arterial corridor, or intersection, as well as wait for public transit.
- Bicyclists of all ages and abilities should be able to safely and comfortably ride along, or across a street, arterial corridor, or intersection.
- All streets, arterial corridors and intersections

are designed and function to be compatible with the City's desired character zone identified in the Framework.

- Streets, arterial corridors and intersections do not negatively affect the adjacent neighborhoods, historic assets, natural resources, or emergency responses.



Proposed Transportation improvements

The Framework

Regional cut-through traffic projected by the DRCOG’s model in the year 2035 causes traffic volumes in Louisville to exceed LOS C standards, regardless of what local development may occur in Louisville.

Based on these criteria, the majority of the City’s streets have the capacity to accommodate the 20 year forecasted traffic volumes for the preferred Framework at LOS C. However, several of the City’s arterials will operate at LOS D. It is important to note the anticipated regional cut-through traffic in the year 2035 causes traffic volumes on the arterials to exceed LOS C standards, regardless of any additional development in Louisville. Staff believes that the required vehicle capacity modifications necessary to maintain LOS C conflict with Louisville’s small town transportation quality expectations.

Several significant observations have emerged from the transportation analysis and community outreach efforts of the Comprehensive Plan when compared to the City’s Vision Statement and Core Community Values.

20 year Forecasts - With the approval of the Divergent Diamond Interchange at the McCaslin Boulevard and US 36 interchange, all Louisville streets are expected to meet the anticipated regional traffic forecasts and maintain an overall Level of Service (LOS) D.

PRINCIPLE TMA-1. The City of Louisville is committed to creating a context-sensitive, multimodal transportation and trail system which integrates land use, transportation, and recreational considerations and enables vehicles, transit, bicycles, and pedestrians of all ages and abilities to move in ways that contribute to the economic prosperity, public health and exceptional quality of life of Louisville

Policy TMA-1.1: New streets are needed as properties experience second-and third-generation redevelopment. The long-term transportation strategy for the City should focus on local street network enhancements balanced with neighborhood traffic calming, improving the connectivity and livability of the City’s arterial network.

Policy TMA-1.2: Corridor Master Plans and Preliminary Engineering Designs are needed for Hwy 42/96th Street; McCaslin Boulevard; South Boulder Road; and Dillon Road.

The purpose of theses multimodal corridor plans is to outline a plan of action and specific strategies which ensure mobility and access for individuals within a broad range of ages and abilities on all City arterials by providing safe, convenient, and efficient multimodal transportation infrastructure. The Corridor Master Plans and 30% Designs shall meet existing and future needs, support the implementation of adopted community plans, and reflect and support the anticipated and expected development character of the areas they are traversing. Each Corridor Master Plan and 30% Design shall:

- Balance regional mobility and community livability,
- Develop partnerships to work cooperatively with all stakeholders served by the corridor;
- Provide a supportive transportation system that enables the Community’s Land Use Vision;
- Consider and balance the impacts upon natural, social and cultural resources;
- Provide safe and convenient facilities for a broad range of users and multiple modes of travel;
- Accommodate future regional transit plans;
- Promote regional trail connectivity;
- Design sustainable solutions; and,
- Develop creative, cost-effective and implementable solutions.

Policy TMA-1.3: The Louisville street network has excess capacity on a few of its arterial streets. Via Appia, Centennial Parkway, Cherry Street (between Dahlia and Heritage Park), and Dillon Road (between 88th Street and Club Circle) are candidates for “right sizing”. Right sizing candidates are roadways where the expected volume of traffic does not warrant the size of the street and the capacity of the street could be reduced and still meet expected traffic levels of service.

Benefits of right sizing include: traffic safety, pedestrian and bicycle accommodation, neighborhood continuity, and reduction in long-term maintenance costs to the City.

Challenges to right sizing include a reduction in mobility, a motorist’s ability to freely maneuver along a corridor, and if done improperly, slower emergency response times.

This recommendation simply identifies these four road segments as candidates for right sizing and recommends a more detailed corridor analysis be conducted to evaluate peak hour traffic conditions and specific pedestrian and bicycle utilization rates along with crash histories for each corridor. The timing of these corridor studies should be aligned with the City’s capital improvement program and reconstruction schedule of each roadway.

Policy TMA-1.4: Three roundabouts operate in the City of Louisville; one in the Steel Ranch Community and two in the North End Community. This Comprehensive Plan identifies the potential for a number of additional roundabouts throughout Louisville.

Roundabouts are preferred traffic control devices based on multiple opportunities to improve safety, operational efficiency, and community aesthetics. The intent of the candidate roundabout program in Louisville is to identify opportunities for more detailed analysis and the possibility of introducing roundabouts to promote a safer and more balanced transportation system. The timing of these roundabout studies and their possible implementation should be aligned with the City’s neighborhood planning initiatives and the reconstruction schedule in the Capital Improvement Program for candidate intersections. The benefits of roundabout intersections include:

- Traffic Safety
- Operational Performance
- Traffic Calming
- Pedestrian Safety
- Aesthetics
- Land Use Transitions

- Ongoing Operations and Maintenance
- Environmental Factors

Policy TMA-1.5: The transportation analysis identified traffic calming candidate streets throughout Louisville. A number of streets were identified as traffic calming candidates where residential homes “fronted” high volume roadways which carry more than reasonable neighborhood traffic volumes (1,000 vehicles per day). The purpose of this classification is not to reduce the capacity of the street, but to develop physical measures which reduce the speeds at which motorists are traveling along these streets in order to make them traverse the neighborhoods at safe speeds. Physical measures can include narrowing streets or changing street geometrics, among other things. This recommendation identifies these streets as candidates for traffic calming and recommends a more detailed neighborhood traffic plan be created to evaluate real conditions, rather than modeled conditions. The timing of these neighborhood traffic plans should be aligned with the City’s Capital Improvement Program and repaving schedule of each neighborhood, concurrent with the development of recommended Neighborhood Plans.

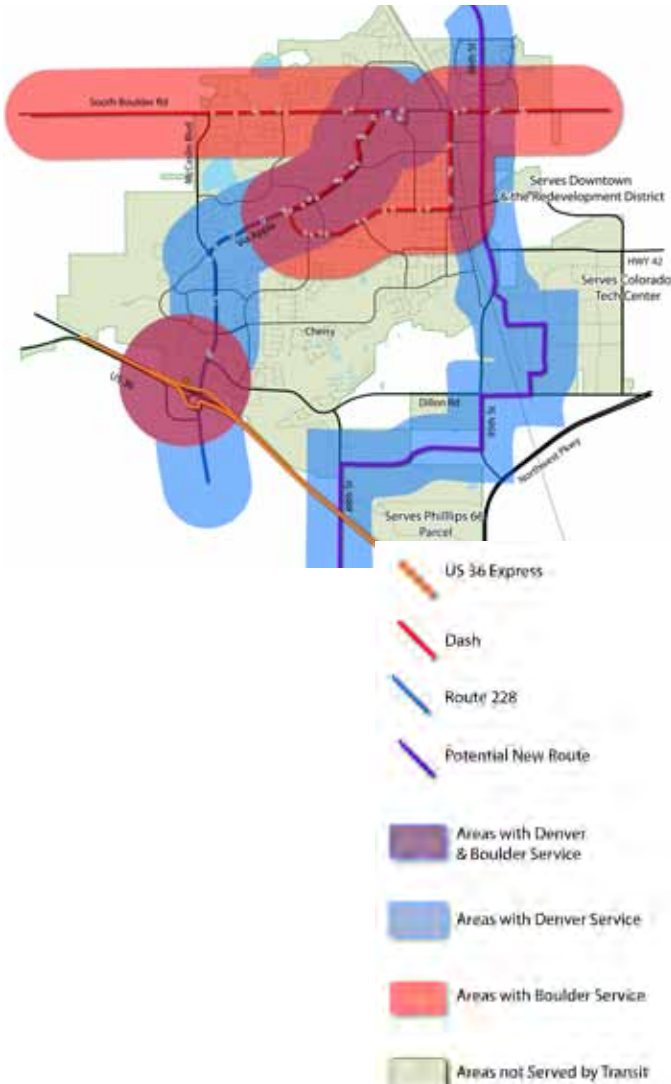
Policy TMA-1.6: Transit service to Louisville can and should be improved. Louisville supports the Regional Transportation District’s (RTD) FasTrack Program. Louisville’s land use strategies are tied to the implementation of the Bus Rapid Transit Corridor along US 36 and the implementation of the Northwest Rail Corridor with a commuter rail station serving Downtown Louisville.

Additionally, there are two key components to local bus transit service within Louisville: *coverage* and *frequency*. Coverage refers to what portions of the City have local transit service. Frequency refers to how often the areas which have local transit service are served by transit. Louisville needs improvements in both aspects of RTD’s local transit service.

Currently, the entire southeastern portion of the City has no local transit service, including Avista Hospital, the Colorado Technology Center, Monarch Campus and the Phillips 66 property. All are critical employment areas

to the City and the entire metro region. The City should work with its neighboring jurisdictions and RTD to provide transit service along HWY 42/96th Street between Lafayette and Broomfield and introduce transit service to Avista Hospital, the Colorado Technology Center, the Monarch Campus, and, as development occurs, the Phillips 66 property.

Policy TMA-1.7: Walkability is a key ingredient to livable cities and neighborhoods. Great cities and neighborhoods all feature street level experiences that invite and stimulate pedestrian and bicycling activities. Walkability



Proposed Transit Service Improvements

enhances public safety, fosters personal interactions, improves public health, and increases economic vitality.

Louisville has an excellent recreation trail network and generally a high quality walking environment on its City streets. The intent of this Comprehensive Plan is to establish a transportation policy which raises the bar and better integrates the City's recreational trail network with City's street network. This interconnection will help create a more balanced transportation system that serves the entire City and is designed for all users of all ages and ability levels.

Policy TMA-1.8: Louisville has four at-grade crossings of the Burlington Northern Santa Fe (BNSF) Rail line. Three of the crossings: Main Street, Griffith Street and South Boulder Road are located within, or immediately adjacent to established residential neighborhoods. The fourth is located at Dillon Road near the Colorado Technology Center and proposed relocation of the St. Louis Catholic Church and School.

Federal Railroad Administration regulations require locomotive horns be sounded for 15-20 seconds before entering all public at-grade crossings, but not more than one-quarter mile in advance. This federal requirement preempts any state or local laws regarding the use of train horns at public crossings, unless certain improvements are made to the crossings.

The noise level of the horns negatively impacts the quality of life for residents and employees living and working near the rail corridor. It is a recommendation for the City of Louisville to work with its neighboring jurisdictions and the BNSF to create safe Federal Railroad Administration qualifying upgrades to all four rail crossings in the City. The timing of these investments was tied to FasTrack's Northwest Rail Corridor improvements. However, because of the uncertainty of the Northwest Rail Project, the City of Louisville should continue to advance implementation of the four crossings improvements necessary for a City-wide Quiet Zone in a strategy separate from the Northwest Rail Study.

PRINCIPLE TMA-2. The City of Louisville should develop and implement area-specific and City-wide transportation plans through an open and collaborative process to achieve the principles and policies outlined above.

Policy TMA-2.1: The Planning and Building Safety Department, Public Works Department and the Parks and Recreation Department shall collaboratively generate multimodal transportation plans for the residential neighborhoods and commercial areas of the City. At a minimum, this work shall include:

- a. Safe Routes to School
- b. Parking Management
- c. Pedestrian Circulation
- d. Bicycle Circulation
- e. Vehicular Circulation and Neighborhood Traffic Calming

Policy TMA-2.2: The Planning and Building Safety Department, Public Works Department and the Parks and Recreation Department shall collaboratively generate multimodal transportation corridor plans for HWY 42/96th Street; McCaslin Boulevard; South Boulder Road; and Dillon Road which shall include:

- a. Long-Term Land Use Vision and Urban Design Assessment
- b. Near-term and Long-term multimodal transportation performance evaluation
- c. Parking
- d. Transit Circulation and pedestrian access
- e. Pedestrian and bicycle crossings

Policy TMA-2.3: The Planning and Building Safety Department, Public Works Department and the Parks and Recreation Department shall generate a City-wide multimodal Transportation Master Plan that incorporates and consolidates the findings of each neighborhood, commercial area, and corridor plan. The plan shall include:

- a. Traffic Management and Traffic Calming Program
- b. Pedestrian Master Plan
- c. Bicycle Master Plan

- d. Transit Service Plan
- e. Primary Corridor Plan
- f. Transportation Demand Management

Policy TMA-2.4: The Departments of Planning and Building Safety, Public Works and Parks and Recreation will review and update the current design and construction standards including Resolution 9, Series 1994 (Roadway Construction and Design Standards); and LMC Chapter 12 – Streets and Sidewalks; Chapter 16.16 – Design Standards; and Chapter 17.14 – Mixed Use Zone District.

The review and update will ensure they reflect the best design standards and guidelines to provide flexibility for context-sensitive design. The roadways will be designed within the context of the neighborhood and corridors, recognizing all streets are different. The user, mobility, and land use needs will be balanced and consistent with the context sensitive multimodal transportation policy stated above.

The Framework

CULTURAL HERITAGE (CH)

The Cultural Heritage of Louisville consists of the built environment augmented by the stories of those who have lived here. The social history gives life and meaning to buildings that could otherwise not speak, and to the people associated with these structures that provide a tangible link to the past. The principles and policies below will ensure the Cultural Heritage of Louisville is protected and celebrated, in accordance with the Vision Statement and Core Community Values.

PRINCIPLE CH-1. The City should support and encourage the voluntary preservation of historic structures through its policies and actions.

Policy CH-1.1: The City should create a Preservation Master Plan to define a period of significance and identify resources and guide the City’s Historic Preservation Program and the use of Historic Preservation Funds.

Policy CH-1.2: Area and Neighborhood Plans should incorporate historic preservation elements, where appropriate.

Policy CH-1.3: The City’s Design Standards and Guidelines, particularly the Downtown Design Handbook, should be regularly evaluated and updated if necessary to incorporate best practices in historic preservation.

PRINCIPLE CH-2. Preservation efforts should contribute to a sustainable community.

Policy CH-2.1: The City should highlight preservation projects for their sustainable benefits, expand partnerships with sustainability organizations and programs, and include preservation considerations as it develops new sustainability policies and regulations.

Policy CH-2.2: The City should promote economic sustainability through historic preservation, including:

- Promote Louisville as a destination for visitors interested in cultural and historic attractions.
- Coordinate preservation efforts with other

- programs designed to support local businesses.
- Promote adaptive reuse of historic properties.
- Work with economic development partners to include historic resources in redevelopment policies and economic development plans.

Policy CH-2.3: The City should promote environmental sustainability through historic preservation, including:

- Expand partnerships with sustainability organizations and programs .
- Create energy efficiency standards to fit historic resources.
- Highlight green building practices through various City programs.

Policy CH-2.4: The City should work with affordable housing organizations to utilize historic resources.

PRINCIPLE CH-3. City policies should encourage a livable community with a strong sense of history.

Policy CH-3.1: The City should evaluate the programmatic needs of the existing Museum to meet museum standards for allocation of resources by developing a Historical; Museum Campus Master Plan.

Policy CH-3.2: The City should consider creating a Historic Park where buildings slated for demolition can be moved and used as interpretive education to showcase Louisville’s mining and agricultural heritage.

Policy CH-3.3: The City should develop procedures for identifying, preserving and protecting archaeological resources.

PRINCIPLE CH-4. The City should provide effective public outreach regarding Cultural Heritage issues.

Policy CH-4.1: The City should provide educational programs such as a rehabilitation skill-building program for local trade workers.

Policy CH-4.2: The City should stage regular outreach events with community organizations that may become

future partners in historic preservation.

Policy CH-4.3: The City should promote public awareness and understanding of the city’s cultural and social history through programs such as an interactive map which provides hyperlinks to social histories of historic properties.

Policy CH-4.4: The City should encourage public participation in the preservation program.

Policy CH-4.5: The City should develop policies that provide clear guidance to the public for the treatment of locally designated historic resources.

Policy CH-4.6: The City should monitor the preservation program on an on-going basis to assure that it maintains a high level of performance and implement an annual program review that includes Certified Local Government programming.

PRINCIPLE CH-5. The City should ensure fiscally-sound best management practices for City historic resources.

Policy CH-5.1: The City should establish minimum maintenance requirements for landmark properties.

Policy CH 5.2: The City should ensure the policies and extents of the grant and demolition review programs match the community’s goals with respect to aging structures outside the traditional historic core.

Policy CH-5.3: The City should create an effective and efficient process which guides the voluntary nomination and designation of historic resources and should establish a user-friendly system for the voluntary designation of individual landmarks and districts.

Policy CH-5.4: The City should work with past grant recipients to learn from past experiences.

The Framework



Miners on Acme Mine coal car, 1917



Mine rescuers, Acme Mine, circa 1920s



Federal troops camped near Louisville during mine strike violence, 1914



J.J. Steinbaugh's blacksmith shop, Front Street, circa 1890s



Louisville Grain Elevator, 1916



Catholic women preparing chicken dinners to raise money for St. Louis Church, early 1940s

The Framework

PARKS, RECREATION, OPEN SPACE, AND TRAILS (PROST)

Louisville’s open space and recreational amenities are among the most highly valued features of the City. These include the City’s recreation center, parks, fields, pools, trails, and open spaces as well as services such as classes, leagues, and senior services. These amenities contribute greatly to the quality of life in Louisville and steps should be taken to ensure they continue to do so.

In 2012, the City adopted a Parks, Recreation, Open Space, and Trails Master Plan (PROST Plan) that defined goals and objectives for Louisville’s parks and recreational amenities.

The PROST Plan made recommendations for maintaining and improving the high level of service enjoyed by Louisville residents and those recommendations, along with the entire PROST Plan, are hereby adopted by this Comprehensive Plan. In summary, the principles and policies identified in the PROST Plan and adopted here are as follows:

PRINCIPLE PROST-1. Improve trail connections to promote healthy and enjoyable alternative transportation and opportunities for active recreation

Policy PROST-1.1: Enhance the trail user experience through improved wayfinding and additional safety and comfort features.

Policy PROST-1.2: Improve safety, accessibility, and continuity for the trails within Louisville.

Policy PROST-1.3: Continue to provide connections from Louisville’s trails to regional trails and trails provided by neighboring agencies.

PRINCIPLE PROST-2. Maintain existing high levels of service for parks, open space, and trails as Louisville matures and evolves.

Policy PROST-2.1: Ensure that Levels of Service are appropriate and equitable now and in the future across the entire city so that all residents have equitable access to services.

PRINCIPLE PROST-3. Ensure a Service Delivery Model that remains responsive and relevant to City residents’ leisure behaviors, interests, and needs.

Policy PROST-3.1: Address emerging recreation and leisure trends and changing population characteristics including the aging population and current increasing demand for pre-school age programming.

Policy PROST-3.2: Respond to the 2008 citizen survey, the 2009 Comprehensive Plan, 2010 citizen survey that suggested teen activities/programming is a high unmet need.

PRINCIPLE PROST-4. Enhance programming capacity by exploring opportunities outside of City of Louisville facilities and services.

Policy PROST-4.1: Assess partnerships with local organizations and agencies to provide access to other spaces for programming.

PRINCIPLE PROST-5. Promote environmental stewardship and education.

Policy PROST-5.1: Continue to develop and incorporate environmental stewardship and education curricula to respond to community values.

PRINCIPLE PROST-6. Enhance communications and outreach efforts to increase efficiencies and effectiveness.

Policy PROST-6.1: Continue to develop and implement an enhanced, streamlined marketing, communications, and outreach plan in response to a need identified to increase efficiencies and create cost-savings.

PRINCIPLE PROST-7. Maximize intergovernmental agreements with Boulder Valley School District.

Policy PROST-7.1: Maximize partnerships with governmental agencies through adjustments to existing intergovernmental agreements (IGAs).

PRINCIPLE PROST-8. Evaluate and review the effectiveness and understanding of partnership agreements.

Policy PROST-8.1: Develop and implement a partnership policy to be used for the development of all new partnership agreements.

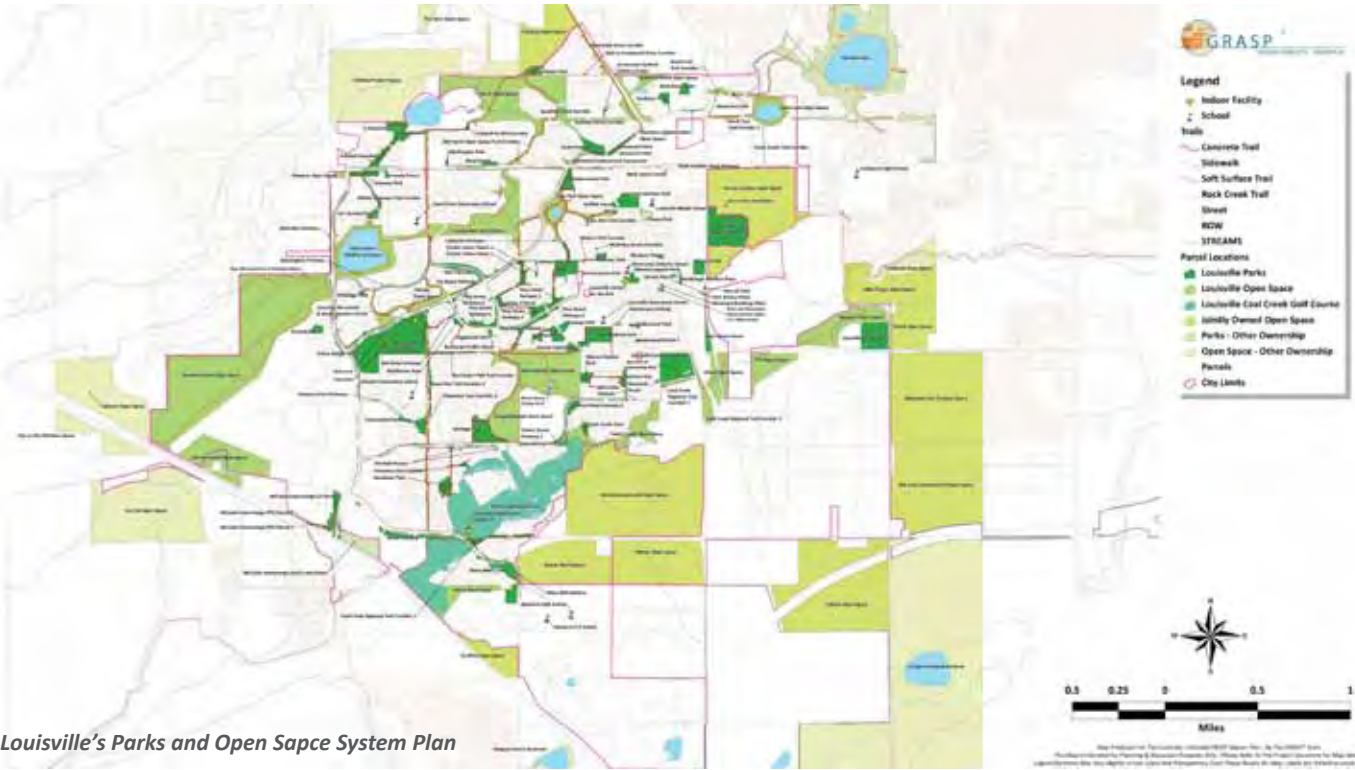
PRINCIPLE PROST-9. Define/Improve Park Maintenance Standards.

Policy PROST-9.1: Adopt general Park and Athletic Field maintenance standards.

PRINCIPLE PROST-10. Define/Improve Open Space Maintenance & Management Standards.

Facility	Quantity
Louisville Parks	306 acres
Louisville Coal Creek Golf Course	154 acres
Louisville Open Space	698 acres
Jointly Owned Open Space	1,060 acres
Open Space – Other Ownership	1,117 acres
Parks – Other Ownership	182 acres
Component	Quantity
Arboretum	1
Art Walks	2
Ball Diamonds	10
Basketball Courts	4
BMX Course	1
Bocce Courts	9
Community Gardens	1
Disc Golf Course	1
Dog Parks	2
Horseshoe Pits	4
In-Line Pk	1
Multi-Purpose Fields	11
Outdoor Fitness Court	2
Playgrounds	13
Picnic Shelters	16
Pool (outdoor)	1
Recreation Center	1
Skate Park	1
Tennis Courts	9
Volleyball Courts	2
Trail Type	Quantity (mile)
Louisville (Soft Surface)	13.23
Louisville (Paved)	15
Louisville (Sidewalks)	9.8
Other Ownership (All Surfaces)	30.4

Facility Inventory



Louisville's Parks and Open Sapce System Plan

The Framework

Policy PROST-10.1: Create, review, and update Open Space Maintenance & Management Plans to provide consistency in management practices throughout the system.

PRINCIPLE PROST-11. Sustain the high level of service to which citizens have become accustomed.

Policy PROST-11.1: Identify and estimate the cost of future maintenance and operations (staffing, supplies, and services) for any newly-proposed parks, open space, trails, and indoor facilities to ensure that future development O & M is funded.

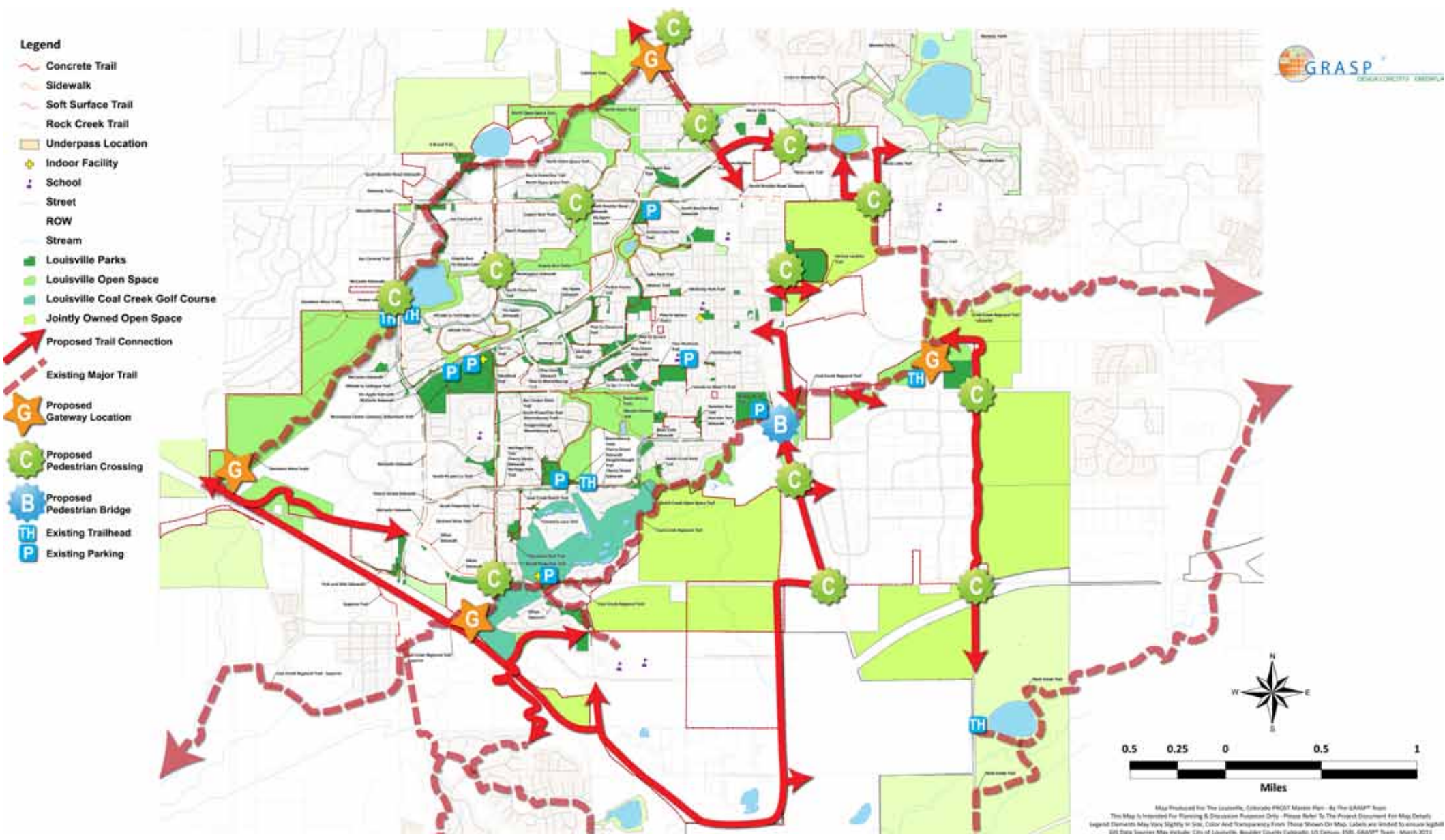
Policy PROST-11.2: Create and implement a cost recovery philosophy and policy.

PRINCIPLE PROST-12. Renovate, expand, and develop Facilities.

Policy PROST-12.1: Conduct Feasibility Studies to understand future capital and operational funding and revenue generation potential.

PRINCIPLE PROST-13. Implement 2011 Coal Creek Golf Course Strategic Plan.

Policy PROST-13.1: Improve overall maintenance and playability, and secure capital funding for repairs, replacement, and improvements.



Louisville's Regional Trails Improvement Plan

The Framework

MUNICIPAL INFRASTRUCTURE (MI)

Louisville’s municipal infrastructure includes roads (addressed in the Transportation section), raw water supply and treatment, sanitary sewers and wastewater treatment, and storm sewers and drainage. Other infrastructure not belonging to the City, but in which the City has a vital interest, include gas, electric, and telecommunications lines.

As described in the Existing Conditions chapter, raw water supply is secured for the City’s planned build out, but improvements may be needed to the water treatment plants to serve new commercial and industrial development. Improvements to the Wastewater Treatment Plant will be undertaken as needed. The City will also make improvements to the storm sewer system to improve water quality and mitigate the impacts of flooding.

PRINCIPLE MI-1. The City should provide adequate public facilities, water, sewer and related services to meet the demand of existing and future residents and commercial and industrial growth.

Policy MI-1.1: Through the use of water tap fees for new development, the City should ensure that water acquisitions will supply adequate water to meet the needs of the community.

Policy MI-1.2: The City’s water quality standards and treatment practices should continue to maintain a high level of health protection for its residents.

Policy MI-1.3: The City should ensure that its storm drainage and wastewater treatment system is adequate to meet the demands of existing and planned development.

Policy MI-1.4: The City should continue to require the dedication of water rights or the payment of a water resource fee in lieu of dedication from newly annexed property.

PRINCIPLE MI-2. The City should take measures to en-

sure development fees provide adequate improvements necessary to serve new development.

Policy MI-2.1: The City should develop and utilize long-range plans for determining infrastructure requirements to meet the demand of planned growth.

Policy MI-2.2: The City should continue to assess impact fees on new development requiring development to pay its calculated share of new public facilities and infrastructure.

Policy MI-2.3: The City should coordinate with other service providers on development requests to ensure that necessary services not provided by the City should be made available for planned new development and redevelopment.

Policy MI-2.4: Development patterns should be planned with the consideration of the alignment and location of existing and future public facilities and infrastructure.

Policy MI-2.5: Future development and redevelopment should be coordinated with all utilities to ensure that development is buffered to the full extent necessary from the existing locations, as well as future expansion of high pressure natural gas pipeline systems and overhead transmission lines and associated infrastructure.

Policy MI-2.6: All new developments should dedicate to the City required right-of-ways and install designated public improvements per approved design standards.

Principle MI-3. The City should continue to make improvements to reduce the impacts of potential flooding on property owners.

Policy MI-3.1: The City should continue to participate in the Federal Emergency Management Agency (FEMA) Community Rating System to decrease the flood danger and reduce the cost of flood insurance for property owners.

Policy MI-3.2: The City should work with FEMA and the Urban Drainage and Flood Control District to define the

floodplain in the Empire Road area and consider pursuing a letter of map change in partnership with private property owners to remove the area from the floodplain.

Policy MI-3.3: The City should support appropriate requests for letters of map change brought by private property owners.

Policy MI-3.4: The City should continue to follow the Louisville/Boulder County Outfall System Plan and work with neighboring jurisdictions, partner agencies, and property owners to make improvements to the storm sewer system, particularly with respect to Downtown Louisville.

Policy MI-3.5: The City should continue to work with and support property owners and developers on maintaining existing and new drainageways to maintain drainage capacity.

PRINCIPLE MI-4. The City should take steps to ensure an adequate long-term water supply for the City in the face of droughts and changes to the regional climate.

Policy MI-4.1: The City should complete a water conservation plan that will encompass Comprehensive Plan updates and climate impacts with up-to-date raw water needs.

Policy MI-4.2: The City should adopt revised Drought Management Practices, including changing the drought surcharge from mandatory to discretionary and adding discussion surrounding water restrictions as a tool.

Policy MI-4.3: The City should continue to work with other area municipalities on water supply and delivery strategies and communications.

ENERGY (E)

The City of Louisville recognizes that protection and conservation of its local and regional environmental resources is important to City residents. Residential and commercial buildings account for nearly half of the elec-

tricity and natural gas consumed in Colorado. Building codes and policy initiatives play a critical role in ensuring that energy efficiency technologies are supported in the marketplace, and provide multiple benefits to homeowners, renters, building owners and tenants, and society at large through reduced energy demand, energy cost savings, and reduced carbon emissions. Policies and procedures should be examined with input from all affected parties to lessen energy consumption, waste generation, water, air, and light pollution impacts to our community. The City should also continue strive to promote wise use of energy resources in its own municipal operations.

PRINCIPLE E-1. The City should efficiently use energy resources and continually strive to conserve energy where practical.

Policy E-1.1: The City should pursue cost effective measures to reduce its dependency on non-renewable energy sources by pursuing the use of renewable energy sources for residents and businesses as well as for its municipal operations.

Policy E-1.2: The City should encourage building designs that maximize the use of natural light and thus diminish the need for energy consuming supplemental lighting.

Policy E-1.3: The City should encourage the use of energy-efficient lighting, appliances, and other devices in new development, redevelopment and in municipal operations.

Policy E-1.4: The City should encourage the use of landscaping that assists energy savings by the use of buffers and admittance of solar access in the winter and shade in the summer.

Policy E-1.5: The City should encourage renewable forms of energy in new development and redevelopment.

Policy E-1.6: The City should encourage and pursue opportunities for wind or solar energy for on-farm electrical needs on Parks & Recreation and Open Space–

owned agricultural land.

PRINCIPLE E-2. The City should increase its internal purchase of renewable energy and expand opportunities for renewable energy where practical.

PRINCIPLE E-3. The City should promote increased energy efficiency in residential and commercial properties.

Policy E-3.1: Increase outreach and education efforts with local energy efficiency contractors, designers, home and business owners.

Policy E-3.2: Work with partner agencies to offer free and subsidized weatherization services to qualifying residents.

Policy E-3.3: Strive to remain current with the following model building codes from the International Code Council: International Energy Conservation Code, International Green Construction Code.

Policy E-3.4: The City should establish community-wide energy consumption baseline statistics to inform future conversations regarding City energy policies.

COMMUNITY SERVICES (CS)

Community services include schools, libraries, police and fire services, solid waste / recycling / composting services, and health services. While not all of these services are provided directly by the City of Louisville, the Vision Statement and Core Community Values have indicated that they are very important. These principles and policies will ensure that the City supports community services to the fullest extent possible.

Schools

The City of Louisville is served by three elementary schools, the Louisville Middle School, and the K-12 Monarch campus. The following table shows 2012 enrollments and projected enrollments based on build-out of the Framework Plan. Louisville enrollment has been broken out from total enrollment to reflect what portion of the total enrollment is made up of Louisville students.

As the Boulder Valley School District (BVSD) practices an open enrollment policy, the enrollment numbers reflect that approximately 20% to 30% of the total enrollment at the elementary level are comprised of students that open enroll from outside the City of Louisville.

School	October 1 Count 2012				%	Future	
	Program Capacity	Louisville Enrollment*	Resident Students*	Total Enrollment		Louisville Enrollment	Capacity Surplus (Deficit)
Fireside EL	576	372	372	449	82.9%	372	204
Coal Creek EL	555	406	483	453	89.6%	415	140
Louisville EL	603	481	556	554	86.8%	600	3
Monarch K-5	427	403	367	403	100.0%	493	(66)
Louisville M.S.	691	449	490	632	71.0%	512	179
Monarch 6-8	506	412	346	412	100.0%	488	18
Monarch H.S.	1833	1293	1971	1576	82.0%	1475	358
Total	5191	3816	4585	4479	85.2%	4407	784

* includes students open-enrolled from other Louisville schools
**number of students residing in the attendance area
note: high school includes students from additional feeder schools in Superior
Source: Boulder Valley School District
* Note: Louisville enrollment for Monarch was not determined as the attendance area includes Superior and Louisville.
** Future surplus/deficit based on 2007-2008 program capacity with future enrollment potential based on the Framework Plan.

Louisville public schools reflect a strong connection to the neighborhoods within their respective attendance area and enjoy a high level of parent involvement. As education is a defining attribute of the community, the City will continue to cooperate with BSVD to maintain an excellent school system.

PRINCIPLE CS-1. City of Louisville should actively coordinate land use efforts with the Boulder Valley School District and promote excellence in education.

Policy CS-1.1: The City should ensure that land use and housing policies of the City complement the mission statement of the BVSD.

Policy CS-1.2: The City should promote joint planning activities with BVSD to ensure that new facilities are appropriately located, are provided in a timely manner and meet the needs of extracurricular and community use.

Policy CS-1.3: The City should continue to work closely with the BSVD to provide program capacity to meet Louisville and District needs.

Policy CS-1.4: The City should continue to refer appro-

prate proposed residential development applications to the Boulder Valley School District for review and comment and consider the estimated student yield of new residential neighborhoods during the development review process.

Policy CS-1.5: The City should encourage BVSD and school principals to become involved in the planning process as the City continues to develop and redevelop in areas that will affect the school district.

Policy CS-1.6: The City should encourage new developments to provide Safe Routes to School to ensure the safety of Louisville students as they commute to and from school.

Library Services

PRINCIPLE CS-2. Excellence in education and access to educational opportunities should be a key feature of life in Louisville for residents of all ages.

Policy CS-2.1: Library facilities, services, and programs should meet the existing and future library needs of all Louisville residents. The Library should:

- Provide a community gathering place for learning, entertainment, and the exchange of ideas for residents of all ages;
- Provide its citizens with exemplary service, quality print and non-print collections, and access to electronic resources using the latest in proven Technology tools;
- Support the acquisition of pre-literacy skills for Louisville’s youngest citizens and encourage literacy for all residents in the digital age;
- Support and encourage an atmosphere of intellectual curiosity and continuing education within the Louisville community through the ongoing enhancement and promotion of the Library’s services and programs;
- Strengthen Louisville’s longstanding tradition of educational excellence through continued collaboration with local schools and other educational agencies.

Policy CS-2.2: Management should be consistent with the Library’s policies as adopted by the Board of Trustees, the Library’s goals and objectives as delineated in its Strategic Plan, and the City’s Home Rule Charter and Louisville Municipal Code.

Policy CS-2.3: The City should collaborate with other area municipalities so the Library can pursue consortial agreements to ensure cost-effective services and operation.

Police and Fire Services

PRINCIPLE CS-3. The City should promote the health and safety of the community.

Policy CS-3.1: The City should remain committed to maintaining its police force level of service to ensure the safety of the community.

Policy CS-3.2: The City should support crime prevention through environmental design.

Policy CS-3.3: The City should continue to support a Fire Protection District to ensure preservation of life and property through fire prevention, fire suppression, hazardous materials response and emergency medical services support. The City, together with the Louisville Fire Protection District, should encourage the use and cost effectiveness of fire sprinklers in protecting life and property.

Health Services

Policy CS-3.4: The City should coordinate with the Boulder County Health Department and Avista Hospital to ensure that public health services are available to residents of all ages.

Policy CS-3.5: The City should encourage programs or projects that promote healthy eating and active living.

Solid Waste Services

PRINCIPLE CS-4. Promote and implement waste-reduction and recycling programs.

Policy CS-4.1: The City should work with governmental,

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private and not-for-profit agencies to develop regional approaches to solid waste reduction and management.

Policy CS-4.2: The City should continue its efforts to reduce waste generation from its municipal operations and explore methods for additional reduction. The City should consider the purchase of supplies with recycled content when feasible.

Policy CS-4.3: In its own operations, the City should consider the environmental and economic costs, risks, benefits and impact from a life-cycle perspective when making, planning, contracting, purchasing and operating decisions.

Policy CS-4.4: The City should continue to promote public education related to the value, methods and techniques of recycling, resource recovery and waste reduction.

Policy CS-4.5: The City should promote diversion from the landfill of construction and demolition refuse.

Civic Events

PRINCIPLE CS-5: The City should promote citywide community and civic events

Policy CS-5.1: The City should continue to support events such as live music, fairs, parades, ice skating, etc. These events are important to the economic and social welfare of our community.

Policy CS-5.2: The City should promote community activities in other areas of the city, such as McCaslin Urban Center and Highway 42/South Boulder Road Urban Center. Activities in these areas cohesively connects them with the rest of the community.

Arts and Culture

PRINCIPLE CS-6: The City promotes the public and private advancement of the arts and culture to strengthen the quality of life and small town character of Louisville by encouraging the development of a City-wide Arts and Cultural Master Plan aimed at integrating the arts, culture and humanities with urban design, economic

development, education and other community development initiatives.

Policy CS-6.1: The Community-wide Arts and Culture Master Plan should include the following components:

- Economic Vitality and the Arts - Preserve and share the Louisville’s unique setting, character, history, arts and culture by identifying partnerships, resources and attractions that respect the needs and desires of Louisville residents.
- Facility Evaluation and Development - Respond to the growing desire for cultural facilities by identifying short and long-term facility needs and priorities, and recommending public and private methods to meet those needs.
- Public Art and Community Design - Create a stimulating visual environment through the public and private artworks programs, and create a greater understanding and appreciation of art and artists through community dialogue, education and involvement.
- History and Heritage - Work with the Louisville Historical Commission to develop a greater understanding of our heritage and assess the City’s facilities in which that history is preserved, interpreted, and shared.
- Humanities - Foster the spirit of community in which the richness of human experience is explored and nurtured through ongoing analysis and exchange of ideas about the relation to self, others and the natural world.
- Local Artists - Encourage local support for a creative and economic environment that allows artists to continue to live and work in and for the community, and for themselves.
- Marketing and Communications - Identify marketing and communication systems to promote the arts and culture through public dialogue, media and education.
- Art and Culture Education - Demonstrate commitment to quality arts and culture education and lifelong learning by advocating for inclusion of the arts and culture in our schools and in community settings.

- City Board and Commission Support - Advance the community’s understanding of local zoology and botany with the Horticulture and Forestry Advisory Board.
- Financial Resources - Encourage the fiscal soundness of Louisville Cultural Council by evaluating and recommending improvements to its capacity to maintain effective public, private and earned income funding.

Policy CS-6.2: The appropriate City Departments and the Louisville Cultural Council (LCC), as the principal advisory board to the Louisville City Council related to the arts, shall serve as the primary voice for the development of the Arts and Culture Master Plan.

Policy CS-6.3: The appropriate City Departments and the LCC shall provide an inclusive public forum for discussion of issues and ideas affecting the development of a City-wide Arts and Culture Master Plan.

ECONOMIC DEVELOPMENT (ED) AND FISCAL HEALTH (FH)

Economic Development

Given Louisville’s central location along the US 36 Corridor, between Broomfield and Boulder, the community is strategically located to capture its share of the region’s business growth. The level of investment that actually occurs within the community will correlate to the City’s commitment to its Vision and Core Community Values as expressed in this Comprehensive Plan Update, supportive policies, creative financial solutions and removal of barriers. Barriers to the development of the concepts presented within this document fall within five principal categories – organizational, physical, market, regulatory and financial. Strategies for the removal of these barriers will be critical to the ultimate implementation of the Comprehensive Plan.

Encouraging strategic investment in an environment that contains an appropriate mix of land uses and creates a unique sense of place is the central approach for targeting investment in key areas within the City. This premise assumes concentrating resources in the key

commercial, retail, and employment centers in the City that will have a positive economic ripple effect throughout the entire City. In this way, the City of Louisville, as a public partner, can effectively leverage public investment efforts to overcome barriers and achieve desired outcomes. The economic future of the City will depend on how effectively these leveraged efforts are implemented.

It is also important to note the key role residential development plays in attracting new businesses and retaining existing businesses in the community. A diverse housing base is a prominent criterion businesses use to evaluate a community. The ability of a wide range of employees to live and work in close proximity increases business efficiency, provides a higher quality of life for employees, and discourages companies to relocate their business outside of the community. This relationship between residential diversity, availability and business growth should continue to be fostered in future economic development efforts.

PRINCIPLE ED-1. The City should retain and expand existing businesses and create an environment where new businesses can grow.

Policy ED-1.1: The City should work to maintain a business friendly environment, where services to new and existing businesses are delivered in a timely and efficient manner.

Policy ED-1.2: The City should encourage employment centers to provide goods and services which will bring revenue from outside of the community into the community.

Policy ED-1.3: The City should focus on primary job creation that provides job diversity, employment opportunities and increased revenue for Louisville.

Policy ED-1.4: The City should focus on efforts that will encourage existing businesses to expand and develop in Louisville.

Policy ED-1.5: The City should review requests for busi-

ness assistance based upon criteria under the Business Assistance Program.

Policy ED-1.6: The City should continue its business retention program as a means of reaching out to businesses in Louisville to specifically understand the needs of the business community.

PRINCIPLE ED-2. The City should direct growth in an economically responsible way in order to maintain high quality amenities and high service levels for residents.

Policy ED-2.1: The City should strive to achieve complementary land uses that promote an economically healthy community.

Policy ED-2.2: The City should work to maintain and improve community assets such as the educational, housing, recreational, retail and cultural opportunities that encourage local businesses to remain and expand in Louisville.

PRINCIPLE ED-3. The City should be responsive to market opportunities as they occur, and maintain and enhance the City’s competitive position to attract development that adheres to the Community Vision.

Policy ED-3.1: The City should actively compete for quality economic development opportunities.

Policy ED-3.2: The City should consider strategic public investments and partnerships to encourage, promote and recruit private investment that responds to the Community Vision and Core Community Values.

Policy ED-3.3: The City should maintain a protocol for responding, from a single point of contact, to real estate, economic and demographic information requests.

Policy ED-3.4: The City should support Chamber of Commerce and the Downtown Business Association activities directed toward economic development both financially and through staff and support services.

Policy ED-3.5: The City should fund and manage a

successful range of economic development services to respond to business development inquiries.

Policy ED-3.6: The City should support redevelopment efforts that bring diversity and income generation to aging and distressed areas within Louisville.

PRINCIPLE ED-4. The City should cooperate with surrounding communities to explore opportunities for regional solutions to economic development challenges.

Policy ED-4.1: The City should participate with public and private entities that further economic development on a regional and state level.

Policy ED-4.2: The City should evaluate the benefits of forming a regional partnership within Boulder County as a vehicle to pool resources and encourage cooperation.

Policy ED-4.3: The City should participate in regional activities that promote Louisville.

Policy ED-4.4: The City should participate in bringing state and local programs designed to encourage business growth to businesses in Louisville.

PRINCIPLE ED-5. The City should work to support and maintain the historic and cultural attributes of the Downtown Business District.

Policy ED-5.1: The City should periodically review the Downtown Framework Plan and the Downtown Design Handbook to ensure that the guidelines are applied in a manner that encourages the revitalization of existing structures, historic preservation where applicable, application of appropriate guidelines in the construction of new structures and expansion of existing buildings.

Policy ED-5.2: The City should support and promote the revitalization of existing structures that maintain the character of downtown, while providing a diverse business base.

Policy ED-5.3: The City should support a mix of uses which bring new revenues to the downtown area.

Policy ED-5.4: The City should support and promote efforts that showcase both development opportunity and quality of life in Louisville, such as the “Street Faire,” parades, the “Taste of Louisville,” shopping opportunities and other community events.

Fiscal Health

A community’s fiscal environment can be described as a “three-legged” stool, balancing nonresidential development, municipal services and amenities and residential development. The first “leg” of the stool – nonresidential development - provides the vast majority of revenues to support municipal services. Municipal services and amenities, the second “leg,” attract residents and maintain their quality of life. The third “leg” – residential development – generates the spending and employees to support nonresidential business. Fiscal sustainability of the community relies on this type of balance, which must continually be maintained, even through changing economic cycles.

Over the past two decades, the City of Louisville has been at the forefront of Boulder County communities in maintaining its fiscal health. The City recognized early on the need for revenue-generating, nonresidential development to offset the costs of providing a high level of service and community amenities to its residents. To this end, the City continues to make significant public investments to attract new businesses to retail, office and industrial developments. In 2011, a use tax was approved by voters to strengthen the tax base and offset the swings experienced from a declining retail market. The City continues to attract high-quality residential development to support business growth.

During the national recession between 2008 and 2010, sales tax revenues in Louisville declined by 6%, as large format retailers in the McCaslin and South Boulder Road Corridors have closed down.

The City’s continued fiscal challenge will be balancing its revenues and expenditures while maintaining the municipal services that its residents expect. This fiscal balance has to occur recognizing that Louisville is land

locked. Successful redevelopment and revitalization will be keys to the City’s future. However, if the desired land use pattern does not support the desired municipal level of service under the existing revenue structure, a change in the revenue structure may be required, similar to the adoption of the use tax.

Certain retail areas of the City of Louisville are depended upon to produce revenues that exceed the cost associated with providing services to them. These areas are the key producers of net positive revenues which in turn are used to provide City-wide services. The majority of the City’s sales tax revenue comes from a few key activity centers (see below). The land use mix in each of these key areas must provide positive fiscal returns to the City, and certain areas must provide exceedingly strong fiscal benefits to the City under the current City tax structure.

- 1. *The McCaslin Boulevard and US Highway 36 Interchange* - The McCaslin Boulevard and US Highway 36 Interchange Area generates approximately 33% percent of the City of Louisville’s sales tax revenue. These revenues are due in large part to regional retail operations located in close proximity to McCaslin Boulevard and the Highway 36 interchange. Future land use scenarios should ensure that this area continues to provide strong fiscal benefits to the City by capitalizing on improvements in infrastructure and adapting to market trends.
- 2. *The South Boulder Road and Highway 42 area*- In contrast to McCaslin Boulevard’s Regional Retailers, the South Boulder Road and Highway 42 intersection is a Community Retail center serving a smaller trade area. Although sales tax revenue generated in this area is not as high as the McCaslin Boulevard area, the revenue generated in this area is crucial to the continued fiscal success of the City, and the future land use mix in this area should produce positive fiscal returns to the City.
- 3. *Downtown Louisville* - Currently, about 18% percent of retail sales tax revenue in the City of Louisville comes from food and beverage sales. A large percentage of this food and beverage sales tax is generated by the restaurants and bars in Downtown Louisville. Future

The Framework

land use plans for the Downtown area must continue to provide strong positive benefits to the City by supporting the continued success of the restaurant sector while enabling a diversification into other retail sectors.

PRINCIPLE FH-1. The City should maintain fiscal balance through effective land use decisions, focused economic development efforts, encouraging a mix of residential unit types and pricing, and strategic public investments, all consistent with the community’s desire for high-quality services and amenities.

Policy FH-1.1: Fiscal impacts of proposed annexation, development or redevelopment should be evaluated to determine both operational and capital cost impacts upon all service departments of the City. The City should develop and utilize a marginal cost model which assigns incremental costs to new development based on a desired level of services.

Policy FH-1.2: Annexation, development or redevelopment must have a positive impact on the City’s fiscal and economic position, especially in historically retail areas. The impact of new development should be evaluated by its effect on City revenue generation, service provision, capital investments, job creation, catalytic opportunities, and quality of life.

Policy FH-1.3: Fees associated with development should be continually reviewed, and adjusted, as required to cover the cost of impacts upon the City.

Policy FH-1.4: The City should coordinate the need for capital improvements, the need to expand operating programs and services, and the need for revenue prior to the approval of new annexations and rezonings.

Policy FH-1.5: With respect to infrastructure investment for new development, the City should carefully evaluate the use of alternative financing mechanisms, including special districts and regional authorities.

Policy FH-1.6: The City’s fiscal structure should consistently be evaluated to ensure it supports the desired land use pattern and community levels of service.

Policy Alignment & Implementation

The Comprehensive Plan is a vision document which sets goals and principles to help guide policy initiatives and future developments within the City of Louisville. As stated in the Introduction, the Comprehensive Plan is an advisory document that provides a conceptual framework to advance the Community’s Vision Statement and Core Values. It is not a regulatory document, nor does it have the force of law.

Through the 18 month planning process, a clear Vision Statement with supporting Core Values emerged based on thoughtful community input and the premise of ensuring a vibrant, economically successful, and fiscally healthy City which adds to the quality of life of existing and future citizens.

The City of Louisville must take on the task of implementing realistic strategies to translate the Community’s Vision Statement and Core Values into reality. The implementation strategy outlined below will be developed through a coordinated effort of updating the Louisville Municipal Code and funding specific initiatives through the City’s annual budgeting process. This effort will continue to involve all of Louisville’s stakeholder groups including but not limited to residents, property owners, business operators, Boards and Commissions of the City, and the City Council.

This Comprehensive Plan was developed with a broad, long range view for the future of the City. Successfully executing specific implementation strategies will require a focused effort drawing on the expertise of the citizenry, property and business owners, and Boards and Commissions of the City.

Since the Comprehensive Plan does not have the force of law, the City relies on other regulatory measures to implement the plan. The information presented here is designed to provide a range of actions for consideration and sound decision-making. No one step will effectively achieve the Comprehensive Plan’s Vision. Rather, implementation will be dependent on a series of actions designed to capitalize on market opportunities and overcome barriers with active community involvement and coordinated regulatory updates. Key to the

successful implementation of the Comprehensive Plan will be the continued identification of actions and an implementation approach tailored to the unique issues identified in the Framework and supporting Principles and Policies. The following is an overview of the various types of strategies that will be used to implement the Vision Statement, Core Community Values, and Framework of this Comprehensive Plan.

Small Area Plans and Neighborhood Plans

The Comprehensive Plan takes a broad and expansive look at the City and cannot focus on the specific details or development rights of a particular property or parcel. For example, the Comprehensive Plan may state that increased pedestrian connectivity is desired in a certain area of the City, but it does elaborate on the width of a sidewalk, or the exact location of a street crossing. Similarly, the Comprehensive Plan’s Framework may describe development goals of a specific character zone within the City, but it cannot identify a specific development performance measure for a specific property.

To attain the level of detail necessary to advance the Community’s vision outlined in the Framework, specific small area plans, or neighborhood plans, are needed to ensure the expectations outlined in the Comprehensive Plan are met on individual properties. These area planning efforts can focus in on certain portions of the City, and examine the specific property information necessary to implement the vision and specific principles and policies outlined in the Comprehensive Plan. Small Area Plans and Neighborhood Plans, both must be used to help implement the Vision Statement, Core Community Values and Framework.

Louisville Municipal Code Amendments

The Louisville Municipal Code (LMC) is the primary regulatory tool the City has at its disposal to implement the principles and policies outlined in the Comprehensive Plan’s Framework. The LMC has the force of law and is the regulatory tool utilized to dictate how the City will conduct business with regards to Revenue and Finance, Parks and Open Space, Public Safety, and Land Use, to name only a few areas. Chapters 15 (Buildings), 16 (Subdivisions) and 17 (Zoning) of the LMC regulate the

use, character, and form of the built environment in the City. Many of the principles and policies outlined in the Framework require city ordinances adopted through properly noticed public hearings to modify or create additional sections to Chapters 15, 16 and 17 of the LMC.

The City’s Operating and Capital Improvement Budget

Many of the principles and policies outlined in the Framework Plan require the dedication of financial resources to be successfully implemented. The City of Louisville updates its budget annually, and it is during this budgeting process that new funding can be dedicated to implement the Comprehensive Plan’s Vision Statement, Core Community Values and Framework.

The City’s operating budget includes funds for the day-to-day functioning of the City and the ongoing provision of services to the citizenry. Operating budget items include things like snow removal, police services, and operation of the recreational center. To implement the Framework, new funds may need to be dedicated or reallocated through the annual operating budget process.

The Capital Improvement Program (CIP) is dedicated to the construction or acquisition of new assets. Examples of items found in the CIP include the construction of new bridges and roads, or the acquisition of new maintenance equipment. Implementation of the Framework may require the construction of new City funded infrastructure including, for example, trails, utility lines, or roads. The budgeting process will be utilized to identify Operating and Capital Improvement Budget allocations which will assist in the implementation of the Comprehensive Plan.

The Zoning Map

The Framework is a map that reflects preferred character areas by designating development patterns and development types for general geographical locations in the City. The locations shown on the Framework are illustrative, and are not intended to depict either parcel-specific locations or exact acreage for specific uses.

Policy Alignment & Implementation

The City of Louisville Zone District Map reflects a number of zone districts that govern where uses by right and uses by special review may be located. The Zoning Map of the City should correspond to the goals and policies of the Comprehensive Plan's Framework Plan to ensure that incremental development decisions reflect the Community Vision. Evaluating and amending the Zoning Map will be necessary to align zoning with the vision, values, principles, and policies outlined in the Comprehensive Plan.

Existing Zoning Agreements

Planned Community Zone Districts (PCZD) and approved General Development Plans (GDP), in particular, are a result of a contractual agreement between a property owner(s) and the City. These contracts were created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail and service activities, recreation, schools and public facilities and other multifaceted uses of land. In some instances these zoning agreements no longer reflect the vision, values, principles and policies outlined in the Comprehensive Plan, and they may need to be amended.

Section 17.72.170 of the Louisville Municipal Code (LMC) requires that the amendment process for contractual zoning plans will be subject to the same procedures, limitations and requirements by which such plans were originally approved. The City should lead in coordinating open reviews and amendments of existing zoning agreements between the City and property owners. If agreement on changes cannot be reached, the existing contractual zoning will remain in force as per the terms of the agreement.

Compliance with Intergovernmental Agreements

Parcels which are affected by an intergovernmental agreement (IGA) remain subject to the provisions and terms of the applicable IGA. The implementation of a preferred land use, which may differ from the land use recommended under the IGA, would require an amend-

ment of the applicable IGA. The Comprehensive Plan may be updated to reflect any new IGA amendments without requiring a complete City Comprehensive Plan amendment process.

POLICY ALIGNMENT

The various departments, boards, and commissions within the City of Louisville are each focused on specific areas of interest. For example, the Public Works Department's primary responsibility is the municipal infrastructure of the City, while the Open Space Advisory Board is concerned with the management and acquisition of open space properties. The goals and objectives of each

of these groups are specific to their areas of interest, and at times the priorities of one group, may be different with those of another.

The successful implementation of the Comprehensive Plan is dependent upon the alignment of the sometimes divergent policies of the various departments and citizen interests of the City.

IMPLEMENTATION ACTION ITEMS

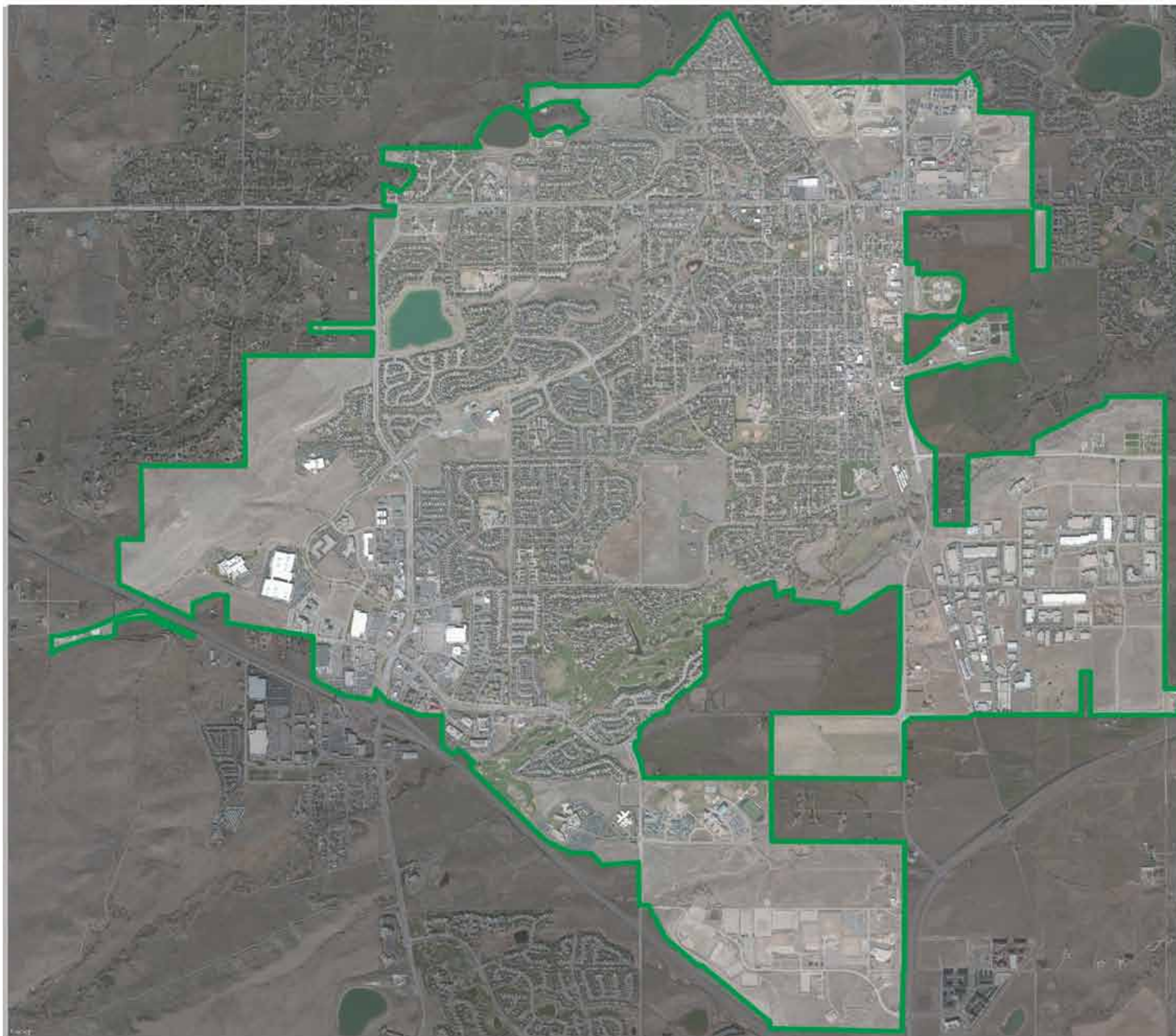
Below is a list of the important steps that should be taken to implement the goals and policies identified in this Comprehensive Plan. These actions are of the vari-

ous types previously described, and together they address every section of the Plan. The table also includes anticipated goals for the completion of each item. Note, the actual timing of actions will be determined annually by the Louisville City Council as it reviews the City's budget and priorities.

These policies alone will not effect the vision outlined in the Framework; that will require the combined efforts of the City, residents, property and business owners in Louisville.

Actions	0-3 Years	3-5 Years	5-10 Years	Actions	0-3 Years	3-5 Years	5-10 Years
Area plans				Community heritage			
McCaslin Blvd	X			Preservation Master Plan	X		
South Boulder Rd	X			Parks, recreation, open space, and trails			
Downtown	X			PROST updates		X	
Phillips 66				Rec center remodel		X	
CTC		X		Missing trail connections	X	X	X
Neighborhood plans				Municipal infrastructure			
Fireside	X			Utility rate study	X		
North Louisville	X			Water and Waste Water Master Plan	X		
Lake Park	X			Storm Water Outfall Master Plan	X		
Hillside	X			Storm drainage improvements		X	
South Louisville	X			Energy			
Davidson Mesa	X			City Wide Energy Assessment	X		
Old Town		X		Update building codes	X	X	X
Coal Creek		X		Develop city-wide energy strategy	X		
Hecla		X		Community services			
Housing				Library Strategic Plan updates		X	
Affordable housing policy	X			CPTED policy	X		
Zoning				Solid waste reduction strategy	X		
Evaluate form based code	X			Arts and Culture Master Plan	X		
Implement code changes		X		Economy and fiscal health			
Transportation				Update fiscal model	X		
Multi-modal Transportation Master Plan	X			Governance			
Coordination on US 36/FasTracks	X	X	X	Policy alignment	X	X	X





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